

ANNUAL REPORT

OF THE

COMMISSIONER OF NAVIGATION

TO THE

SECRETARY OF COMMERCE AND LABOR

FOR THE

FISCAL YEAR ENDED JUNE 30, 1910



WASHINGTON
GOVERNMENT PRINTING OFFICE

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REPORT

OF THE

COMMISSIONER OF NAVIGATION.

DEPARTMENT OF COMMERCE AND LABOR,
BUREAU OF NAVIGATION,
Washington, November 30, 1910.

SIR: I have the honor to submit herewith my annual report. The statistical information required by law may be found in the appendixes and statistical tables.

By statute it is the province and duty of the Department of Commerce and Labor to foster, promote, and develop the foreign and domestic commerce, the shipping and fisheries industries, and the transportation facilities of the United States. The law requires the Commissioner of Navigation to "investigate the operation of the laws relative to navigation, and annually report to the Secretary of Commerce and Labor such particulars as may, in his judgment, admit of improvement or may require amendment."

OCEAN-MAIL BILL.

The most important of the laws relative to navigation which in my judgment admit of improvement or require amendment are still, as they have been for years, those which affect the development of American shipping in foreign trade. Our tonnage registered for foreign trade now amounts to only 782,517 gross tons, the smallest amount in seventy years, except for the year 1898. When from this tonnage are subtracted vessels which have outlived their usefulness but still retain their registers, vessels in trade between our Atlantic and Pacific coast ports by way of the Isthmus of Tehuantepec, which by law are required to be registered although cargoes on this route can be carried only by American ships, and the tonnage on the Yukon River, the remainder comprises little outside of steamers under the ocean-mail act of 1891 and the five trans-Pacific liners under the American flag. Last year American ships carried only 8.7 per cent of our exports and imports, the smallest percentage in our history, save in 1901. Unless conditions shall be changed by the action of Congress, the outlook for the future will remain more discouraging than it has been in many years. The practical method of immediate improvement is the extension of the ocean-mail act of 1891. For years the Presidents of the United States in their annual messages and the heads of the departments of Government concerned directly or indirectly with shipping have outlined general national

policies which would be promoted by such legislation. The reports of this Bureau for years have stated in detail facts in support of the proposition. It is not considered necessary to reiterate in this report such detailed statements, for they are already accessible. Such an extension of the act would not only be in the line of policies pursued from time to time by the United States, but it would also be in accord with methods adopted successfully by other maritime nations. The proposition is in no sense experimental.

In the interests of American shipping in foreign trade—apart from its relations to the ocean-mail service and to the national defense, with which this Bureau is only indirectly concerned—the passage of Senate bill 6708 at the coming short session is earnestly recommended. The bill reads:

A BILL to amend the Act of March third, eighteen hundred and ninety-one, entitled "An Act to provide for ocean mail service between the United States and foreign ports and to promote commerce."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Postmaster-General is hereby authorized to pay for ocean mail service, under the Act of March third, eighteen hundred and ninety-one, in vessels of the second class on routes to South America, to the Philippines, to Japan, to China, and to Australasia, four thousand miles or more in length, outward voyage, or on routes to the Isthmus of Panama, at a rate per mile not exceeding the rate applicable to vessels of the first class, as provided in said Act, and in vessels of the third class on said routes, at a rate per mile not exceeding the rate applicable to vessels of the second class, as provided in said Act: *Provided*, That if no contract is made under the provisions of this Act for a line of ships between a port on the Atlantic coast south of Cape Charles and South American ports, the Postmaster-General shall, provided two or more lines are established from North Atlantic ports, require that one of said lines shall, upon each outward and homeward voyage, touch at at least two ports on the Atlantic coast south of Cape Charles, regard being had in the selection of such ports of call to geographical location and to the volume of the export and import business of the ports so selected: *Provided further*, That the total expenditure for foreign mail service in any one year shall not exceed the estimated revenue therefrom for that year.

In brief, the bill provides that American ocean mail steamships of 16 knots or upward and of 5,000 gross tons or over shall be paid \$4 a mile on the outward voyage on the routes specified instead of \$2 permitted by the act of 1891. These vessels must meet the numerous requirements of that act.

The trans-Andine railway connecting Valparaiso on the Pacific coast with Buenos Aires on the Atlantic coast of South America is already in operation. The ocean-mail system of Great Britain has already been adapted to the changed conditions created by the railway through the consolidation of the Royal Mail Steamship Company and the Pacific Steam Navigation Company. The mails and passengers of Europe for Chile and Peru and vice versa are thus already transported more quickly than when they had to be carried either through the Straits of Magellan or by way of the Isthmus of Panama. We are promised that the Panama Canal will be opened to navigation on January 1, 1915, a date only four years hence. Unless it is proposed at the outset to abandon entirely to foreign shipping ocean communication between the United States and the west coast of South America through the Panama Canal, legislation to secure the establishment of American mail lines through the canal should be undertaken at once. Four years is a very short time within which to assemble the capital, establish terminals and trade connections, and build the ships required for the

purpose. It should be borne in mind, too, that mails and passengers for Argentina can be carried more quickly from the United States through the canal to Valparaiso and thence by the trans-Andine railroad than they can be carried directly by the Atlantic route. The distance from New Orleans through the canal to Valparaiso is 4,038 nautical miles and from our other principal seaports on the Atlantic and Gulf slightly more. The bill in question accordingly admits of the establishment of one or more American steamship lines through the canal to the west coast of South America. The longer legislation on this subject is delayed the more difficult will be the attainment of this end.

While Congress has already provided liberally for the construction of the Panama Canal and has passed or has under consideration propositions relating to the relations of the canal to our political welfare, no bill has yet been passed with a view to the impetus which the canal should give to our maritime commercial power.

PANAMA CANAL TOLLS.

There is ample precedent for the payment from the Treasury of the United States of tolls which will accrue on vessels of the United States passing through the Panama Canal, and the passage at the coming session of Congress of a bill providing for such payment is recommended in the interest of American shipping. Many acts of Congress provide that certain fees shall be charged and collected by collectors of customs, inspectors of steam vessels, and shipping commissioners for the issue of various marine documents, the inspection of vessels, and the shipment of crews. By the act of June 19, 1886, Congress provided that no fees shall be charged or collected for such services to vessels of the United States, but that the Secretary of the Treasury shall allow and pay from any money in the Treasury not otherwise appropriated the fees hitherto imposed upon the owners of such vessels of the United States. Such fees in the main are still collected from the owners of foreign vessels. This system is in entire accord with our treaty obligations, by which we are bound to accord to foreign vessels in our ports equality of treatment with American vessels. If foreign governments elect to pay the entry and clearance fees, etc., which their ships incur in ports of the United States, it is quite within their power to make the necessary appropriations in the same manner that the Forty-ninth Congress provided for the payment from the Treasury of such charges when imposed on the owners of vessels of the United States.

Again, as stated in this report last year—

The refund of Suez Canal tolls as a means of promoting national shipping is a specific part of the policy of Russia, Austria-Hungary, and Sweden, and indirectly through their subsidies to national mail lines using the canal such refund is in effect part of the policy of Germany, France, Holland, Japan, Italy, and Spain. The British Peninsular and Oriental subsidy chances to be almost exactly the sum of its Suez Canal tolls, \$1,600,000.

The first paragraph of article 3 of our treaty of November 18, 1901, with Great Britain provides:

The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality, so that there shall be no discrimination against any such nation, or its citizens or subjects, in respect of the conditions or charges of traffic, or otherwise. Such conditions and charges of traffic shall be just and equitable.

It would be inappropriate in this place to consider the question whether in view of the exceptional relations of the United States to the Panama Canal consistently with this treaty Congress could pass an act that vessels of the United States shall be exempt from tolls. The proposition to pay from the Treasury of the United States tolls on American vessels is in no manner inconsistent with the paragraph.

STATISTICS FOR THE YEAR.

On June 30, 1910, the merchant marine of the United States, including all kinds of documented shipping, comprised 25,740 vessels of 7,508,082 gross tons. On June 30, 1909, it comprised 25,688 vessels of 7,388,755 gross tons. The following table shows the geographical distribution, motive power, material of construction, and trade of vessels of the United States for the fiscal year 1910, in comparison with similar data for the year 1909, and also the construction for the two years.

COMPARISON OF MERCHANT MARINE OF 1909 AND 1910.

| Classification. | 1909. | | 1910. | |
|-------------------------------|--------------------------|---------------------------------|--------------------------|---------------------------------|
| GEOGRAPHICAL DISTRIBUTION. | | | | |
| Atlantic and Gulf coasts..... | <i>Number.</i> 17,203 | <i>Gross tons.</i> 3,500,304 | <i>Number.</i> 16,999 | <i>Gross tons.</i> 3,517,132 |
| Porto Rico..... | 83 | 8,740 | 85 | 5,541 |
| Pacific coast..... | 3,378 | 915,357 | 3,534 | 918,489 |
| Hawaii..... | 43 | 19,120 | 40 | 18,102 |
| Northern lakes..... | 3,190 | 2,782,481 | 3,273 | 2,895,102 |
| Western rivers..... | 1,782 | 102,663 | 1,809 | 153,716 |
| Total..... | 25,688 | 7,388,755 | 25,740 | 7,508,082 |
| POWER AND MATERIAL. | | | | |
| Sail: | | | | |
| Wood..... | 9,580 | 1,465,446 | 8,811 | 1,405,692 |
| Metal..... | 132 | 245,030 | 136 | 249,781 |
| Total..... | 9,712 | 1,711,076 | 8,947 | 1,655,473 |
| Steam: | | | | |
| Wood..... | 9,783 | 1,157,510 | 10,534 | 1,130,535 |
| Metal..... | 1,858 | 3,591,714 | 1,918 | 3,709,826 |
| Total..... | 11,641 | 4,749,224 | 12,452 | 4,900,361 |
| Canal, wood..... | 745 | 80,951 | 674 | 74,068 |
| Barges | | | | |
| Wood..... | 3,449 | 760,465 | 3,508 | 780,300 |
| Metal..... | 141 | 87,039 | 159 | 97,880 |
| Total..... | 3,590 | 847,504 | 3,667 | 878,180 |
| • Grand total..... | 25,688 | 7,388,755 | 25,740 | 7,508,082 |
| TRADE. | | | | |
| Registered: | | | | |
| Sail: | | | | |
| Wood..... | 448 | 185,728 | 354 | 125,303 |
| Metal..... | 22 | 45,330 | 18 | 33,574 |
| Total..... | 470 | 231,058 | 372 | 168,877 |

COMPARISON OF MERCHANT MARINE OF 1909 AND 1910—Continued.

| Classification | 1909. | | 1910. | |
|----------------------------------|---------|-------------|---------|-------------|
| TRADE—continued. | | | | |
| Registered—Continued. | | | | |
| Steam— | Number. | Gross tons. | Number. | Gross tons. |
| Wood..... | 340 | 71,474 | 351 | 64,364 |
| Metal..... | 149 | 507,052 | 143 | 492,613 |
| Total..... | 498 | 578,526 | 497 | 556,977 |
| Barges— | | | | |
| Wood..... | 644 | 72,277 | 636 | 70,327 |
| Metal..... | 21 | 5,644 | 21 | 5,644 |
| Total..... | 665 | 77,921 | 657 | 75,971 |
| Total registered..... | 1,633 | 887,505 | 1,620 | 791,825 |
| Enrolled and licensed. | | | | |
| Sail— | | | | |
| Wood..... | 9,135 | 1,281,064 | 8,457 | 1,280,389 |
| Metal..... | 107 | 198,954 | 118 | 216,207 |
| Total..... | 9,242 | 1,480,018 | 8,575 | 1,496,596 |
| Steam— | | | | |
| Wood..... | 9,431 | 1,084,690 | 10,180 | 1,066,171 |
| Metal..... | 1,712 | 3,086,008 | 1,775 | 3,277,213 |
| Total..... | 11,143 | 4,170,698 | 11,955 | 4,343,384 |
| Canal, wood..... | 745 | 80,951 | 674 | 74,068 |
| Barges— | | | | |
| Wood..... | 2,804 | 687,924 | 2,872 | 709,973 |
| Metal..... | 121 | 81,659 | 138 | 92,236 |
| Total..... | 2,925 | 769,583 | 3,010 | 802,209 |
| Total enrolled and licensed..... | 24,055 | 6,501,250 | 24,214 | 6,716,257 |
| Grand total..... | 25,688 | 7,388,755 | 25,740 | 7,508,080 |
| CONSTRUCTION DURING THE YEAR. | | | | |
| • Geographical distribution. | | | | |
| Atlantic and Gulf coasts..... | 582 | 108,904 | 601 | 150,828 |
| Porto Rico..... | 8 | 85 | 7 | 131 |
| Pacific coast..... | 276 | 22,759 | 279 | 16,870 |
| Northern lakes..... | 174 | 100,402 | 281 | 168,751 |
| Western rivers..... | 207 | 5,940 | 193 | 5,488 |
| Total construction..... | 1,247 | 238,090 | 1,361 | 342,068 |
| Power and material. | | | | |
| Sail: | | | | |
| Wood..... | 132 | 20,965 | 121 | 15,659 |
| Metal..... | 9 | 7,985 | 6 | 3,690 |
| Total..... | 141 | 28,950 | 127 | 19,358 |
| Steam: | | | | |
| Wood..... | 754 | 25,066 | 842 | 23,005 |
| Metal..... | 67 | 123,142 | 94 | 234,988 |
| Total..... | 821 | 148,208 | 936 | 257,993 |
| Canal, wood..... | 21 | 2,292 | 50 | 5,720 |
| Barges: | | | | |
| Wood..... | 251 | 52,844 | 229 | 47,060 |
| Metal..... | 13 | 5,796 | 19 | 11,937 |
| Total..... | 264 | 58,640 | 248 | 58,997 |
| Total construction..... | 1,247 | 238,090 | 1,361 | 342,068 |

ANALYSIS OF THE YEAR'S CONSTRUCTION.

During the past fiscal year 1,361 vessels, of 342,068 gross tons, were built and documented in the United States, compared with 1,247 vessels, of 238,090 gross tons, for the previous fiscal year. The year's output, accordingly, has met the anticipations expressed in last year's report, that while 400,000 tons (our average) would probably not be built "the product should exceed 325,000 tons, unless work now in progress or contracted for is delayed by strikes." Relatively, the recovery of the shipbuilding industry during the year was more rapid in the United States than in the United Kingdom. The salient features of the year's construction readily appear from the following table of vessels of 1,000 gross tons and upward built and documented during the year, these 53 vessels aggregating nearly 70 per cent of the total construction.

VESSELS OF 1,000 GROSS TONS AND OVER BUILT IN THE UNITED STATES AND DOCUMENTED DURING THE YEAR ENDED JUNE 30, 1910.

| Name | Gross tons. | Where built. | Name. | Gross tons. | Where built. |
|--|-------------|---------------------|--------------------------|-------------|------------------|
| <i>SEABOARD.</i> | | | <i>SEABOARD—cont'd.</i> | | |
| <i>Steel steamers.</i> | | | <i>Wooden schooners.</i> | | |
| Wilhelmina..... | 6,974 | Newport News, Va. | Wyoming..... | 3,730 | Bath, Me. |
| Kentucklan..... | 6,006 | Baltimore, Md. | Mary L. Baxter..... | 1,036 | Do. |
| Hector..... | 5,451 | Do. | Total (2)..... | 4,766 | |
| Mars..... | 5,451 | Do. | <i>GREAT LAKES.</i> | | |
| Vulcan..... | 5,451 | Do. | <i>Steel steamers.</i> | | |
| City of Montgomery..... | 5,425 | Newport News, Va. | J. P. Morgan, jr.... | 7,521 | Lorain, Ohio. |
| City of St. Louis..... | 5,425 | Do. | William B. Schiller, jr. | 7,521 | Duluth, Minn. |
| J. A. Chanslor..... | 4,938 | Do. | Norway..... | 6,073 | Toledo, Ohio. |
| Bear..... | 4,507 | Do. | John B. Cowles..... | 6,614 | Lorain, Ohio. |
| Beaver..... | 4,507 | Do. | John P. Reiss..... | 6,432 | Do. |
| Coastwise..... | 4,015 | Camden, N. J. | A. A. Augustus..... | 6,380 | Do. |
| Transportation..... | 4,015 | Do. | Charles L. Hutchinson. | 6,377 | Do. |
| Herman Frasch..... | 3,803 | Quincy, Mass. | A. M. Byers..... | 6,304 | Cleveland, Ohio. |
| Millinocket..... | 3,336 | Baltimore, Md. | G. A. Tomlinson..... | 6,361 | Lorain, Ohio. |
| North Land..... | 3,282 | Wilmington, Del. | J. S. Ashley..... | 6,361 | Do. |
| Jean..... | 3,125 | Newport News, Va. | Joseph Wood..... | 6,360 | Do. |
| Napa Valley..... | 1,500 | San Francisco, Cal. | Charles S. Price..... | 6,322 | Do. |
| I. D. Fletcher..... | 1,034 | Baltimore, Md. | Leonard B. Miller..... | 6,281 | Cleveland, Ohio. |
| Total (18)..... | 78,815 | | E. H. Utley..... | 6,287 | Wyandotte, Mich. |
| <i>Steel ferry, river, and bay steamers.</i> | | | Harry Yates..... | 6,077 | St. Clair, Mich. |
| Rensselaer..... | 2,600 | Newburgh, N. Y. | Peter Reiss..... | 5,923 | Superior, Wis. |
| Three Rivers..... | 1,110 | Baltimore, Md. | Champlain..... | 5,494 | Ecorse, Mich. |
| Total (2)..... | 3,800 | | St. Clair..... | 5,484 | Do. |
| <i>Steel schooner.</i> | | | Ontario..... | 5,484 | Do. |
| Delawanna..... | 1,200 | Camden, N. J. | Octorara..... | 4,329 | Wyandotte, Mich. |
| <i>Steel barges</i> | | | Conemaugh..... | 3,898 | Do. |
| N. Y. P. & N. R.R. | 1,288 | Camden, N. J. | North Star..... | 3,849 | St. Clair, Mich. |
| Barge No. 17..... | 1,113 | Do. | Alabama..... | 2,620 | Manitowoc, Wis. |
| S. O. Co. No 10..... | 1,113 | | Arlington..... | 2,338 | Wyandotte, Mich. |
| Total (2)..... | 2,401 | | Brandon..... | 2,338 | Do. |
| <i>Wooden steamer.</i> | | | Rochester..... | 1,003 | Do. |
| Klaworth..... | 1,083 | Fairhaven, Cal. | Erwin L. Fisher..... | 1,184 | Toledo, Ohio. |
| | | | Total (27)..... | 142,521 | |
| | | | Grand total (53)..... | 234,706 | |

Strictly speaking, the three colliers for the navy—*Hector*, *Mars*, and *Vulcan*—each of 5,451 gross tons, should not be included in a report on the merchant marine, although, on application, official numbers were awarded to them. Temporarily they add to the figures of construction, but ultimately they add nothing to the merchant marine. The transportation of coal for the British navy furnishes regular employment to British merchant colliers. Of course, if our Government is to transport coal for the American Navy in government-owned colliers, this line of employment will not be open to American shipowners.

The two largest ocean steamers built during the year—*Wilhelmina* and *Kentuckian*—were built under the protection afforded by the application of the coasting laws to trade between Hawaii and the mainland of the United States and to trade by way of the Isthmus of Tehuantepec. Under those applications of the coasting law, shipbuilding for those trades has steadily increased, but it has scarcely kept pace with the demand for increased ocean transportation facilities. Indeed, a bill has been pending in Congress for several years to allow foreign steamers to carry passengers between Hawaii and the mainland. The opening of the Panama Canal in 1915 will doubtless lead to a greatly increased demand for ocean transportation facilities between the Atlantic and Pacific coasts of the United States. It is a moral certainty that unless these facilities are provided by American shipbuilders and shipowners there will be a very loud demand for the repeal of the coasting laws restricting this trade to American vessels. The opening of the canal ought to give a powerful stimulus to our merchant marine, but such will not be the fact unless those directly concerned begin in the very near future to prepare for the event. Four years will prove a very short time in which to make the necessary financial arrangements and to build the ships in the United States required to carry by sea through the canal the probable cargoes between our two coasts.

The following summary of the vessels just named and of vessels of over 1,000 tons built during the preceding four years shows the changes in the larger forms of construction for the five-year period:

COMPARISON OF VESSELS OF 1,000 GROSS TONS AND OVER BUILT, 1906-1910.

| Type | 1906. | | 1907. | | 1908. | | 1909. | | 1910. | |
|--|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|
| | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. |
| Seaboard: | | | | | | | | | | |
| Ocean steel steamers..... | 3 | 15,344 | 22 | 87,612 | 25 | 101,658 | 2 | 6,780 | 18 | 78,845 |
| Steel ferryboats, steam dredges, river and bay steamers..... | 10 | 16,681 | 6 | 9,217 | 4 | 5,726 | 6 | 13,768 | 2 | 3,800 |
| Wooden steamers..... | 2 | 3,185 | 2 | 2,246 | 1 | 2,662 | 1 | 2,662 | 1 | 1,083 |
| Wooden schooners..... | 4 | 8,330 | 3 | 6,624 | 4 | 10,187 | 3 | 7,514 | 2 | 4,766 |
| Steel schooners..... | 1 | 1,000 | 3 | 4,698 | ..... | ..... | ..... | ..... | 1 | 1,290 |
| Steel unrigged vessels..... | ..... | ..... | 2 | 2,511 | 1 | 1,738 | 1 | 1,288 | 2 | 2,401 |
| Total..... | 18 | 41,355 | 38 | 113,850 | 36 | 121,555 | 13 | 32,042 | 26 | 92,185 |
| Great Lakes: | | | | | | | | | | |
| Steel steamers..... | 40 | 232,366 | 36 | 217,755 | 58 | 322,806 | 17 | 84,428 | 27 | 142,521 |
| Steel unrigged vessels..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1,029 | ..... | ..... |
| Total..... | 40 | 232,366 | 36 | 217,755 | 58 | 322,806 | 18 | 85,457 | 27 | 142,521 |
| Grand total..... | 58 | 273,721 | 74 | 331,605 | 94 | 444,361 | 31 | 117,499 | 53 | 234,706 |

^a Including one western river steamer, 1,103 tons.

CONSTRUCTION DURING THE FISCAL YEAR 1911.

Up to November 14, 1910, the new merchant tonnage officially numbered amounts to 117,991 gross tons, compared with 54,060 tons for the corresponding period during the previous fiscal year. Superficially these figures would indicate an output of fully 400,000 tons for the current year, or the average annual construction. The steel construction building or contracted for on July 1, 1909, amounted to 168,000 tons and on July 1, 1910, to 146,000 tons. There is reason to look for only a moderate output from the yards of the Great Lakes during the current year, on account of the large output of recent years and the higher efficiency of the carriers built recently in that region. Accordingly, unless there should be some stimulus to shipbuilding during the spring the current year's construction will not show any material increase in volume over that of last year.

The present and recent conditions of the steel shipbuilding industry in the United States are shown by the following table, giving the number and tonnage of steel vessels under construction or under contract on the dates named:

COMPARISON OF VESSELS BUILDING, 1900-1910.

| Date | Merchant. | | | | Government. | | Total | |
|----------------------|-----------|-----------|-----------|-----------|-------------|--------------------|-------|----------|
| | Lake. | | Seaboard. | | | | | |
| | No. | Gr. tons. | No. | Gr. tons. | No. | Tons. ^a | No. | Tons. |
| August 15, 1900..... | 20 | 70, 119 | 48 | 207, 561 | 47 | 113, 329 | 115 | 391, 009 |
| June 15, 1901..... | 26 | 81, 780 | 63 | 273, 865 | 71 | 281, 148 | 160 | 636, 793 |
| July 1, 1902..... | 39 | 124, 537 | 65 | 222, 949 | 67 | 269, 890 | 171 | 617, 376 |
| July 1, 1903..... | 30 | 109, 020 | 58 | 146, 055 | 47 | 334, 147 | 135 | 589, 822 |
| July 1, 1904..... | 1 | 400 | 56 | 94, 588 | 38 | 331, 435 | 95 | 426, 423 |
| July 1, 1905..... | 27 | 104, 007 | 49 | 86, 836 | 39 | 308, 702 | 115 | 499, 605 |
| July 1, 1906..... | 33 | 175, 472 | 78 | 159, 299 | 29 | 237, 814 | 140 | 572, 585 |
| July 1, 1907..... | 50 | 253, 949 | 84 | 149, 524 | 45 | 151, 993 | 179 | 555, 466 |
| July 1, 1908..... | | | 13 | 14, 775 | 82 | 130, 001 | 95 | 150, 866 |
| July 1, 1909..... | 13 | 41, 305 | 52 | 127, 453 | 52 | 164, 184 | 117 | 333, 032 |
| July 1, 1910..... | 36 | 59, 092 | 63 | 86, 075 | 45 | 184, 096 | 144 | 329, 863 |

^a Displacement.

In accord with the custom of the Bureau for some years past, American builders of steel vessels were requested to make a return showing the steel merchant vessels under contract or under construction at their respective establishments at the beginning of the current fiscal year. The Navy Department, the Revenue-Cutter Service, the Bureau of Light-Houses, and other branches of the Government engaged in operating vessels for public purposes were requested to furnish a similar statement of vessels building or under contract in private yards for their service on that date. The details of these statements are tabulated in Appendix E. The following is a summary:

NUMBER AND TONNAGE OF STEEL MERCHANT AND GOVERNMENT VESSELS UNDER CONSTRUCTION IN AMERICAN SHIPYARDS ON JULY 1, 1910, WITH CAPITAL INVESTED AND MEN EMPLOYED.

| | Capital. | Men. | Merchant ships building. | | Government vessels building. | | Merchant capacity. | |
|--|--------------|----------|--------------------------|----------|------------------------------|-----------|--------------------|-----------|
| | | | No. | Tons. | No. | Tons. | No. | Tons. |
| SEACOAST. | | | | | | | | |
| Merchant and Government. | | | | | | | | |
| New York Shipbuilding Co., Camden, N. J. | \$10,000,000 | 4,000 | | 9,100 | a 6 | 78,051 | 5 | 50,000 |
| Fore River Shipbuilding Co., Quincy, Mass. | 4,800,000 | 3,500 | 3 | 5,550 | a 7 | b 32,426 | (c) | (c) |
| William Cramp & Sons Ship and Engine Building Co., Philadelphia, Pa. | 16,000,000 | 4,000 | 9 | (c) | 6 | b 47,586 | 10 | 100,000 |
| Newport News Shipbuilding and Dry Dock Co., Newport News, Va. | (c) | 5,000 | 7 | 34,950 | 9 | b 2,226 | 10 | 50,000 |
| Maryland Steel Co., Sparrows Point, Md. | 2,000,000 | 1,800 | 5 | 17,862 | 1 | 19,375 | 4 | 40,000 |
| Moran Co., Seattle, Wash. | 2,500,000 | 1,000 | 2 | 2,718 | 2 | (c) | 4 | 16,000 |
| Union Iron Works, San Francisco, Cal. | (c) | (c) | 1 | 1,800 | 2 | (c) | (c) | (c) |
| Pusey & Jones, Wilmington, Del. | (c) | (c) | 3 | 489 | 1 | 355 | (c) | (c) |
| Total..... | b 35,300,000 | b 19,300 | 35 | b 72,469 | 34 | b 180,019 | b 33 | b 256,000 |
| Merchant only. | | | | | | | | |
| T. S. Marvel Shipbuilding Co., Newburgh, N. Y. | 300,000 | 350 | 4 | 4,350 | | | 4 | 4,500 |
| Burlee Dry Dock Co., Port Richmond, N. Y. | 700,000 | 600 | 9 | 2,883 | | | 16 | 6,000 |
| Harlan & Hollingsworth Co., Wilmington, Del. | 1,500,000 | 1,800 | 5 | 5,632 | | | 15 | 15,000 |
| John H. Dialogue & Son, Camden, N. J. | (c) | 350 | 2 | 350 | | | (c) | 3,000 |
| Johnson Iron Works, Ltd., New Orleans, La. | 40,000 | 50 | 3 | 391 | | | 12 | 5,000 |
| Willamette Iron and Steel Works, Portland, Oreg. | 750,000 | 50 | 5 | (c) | | | 5 | (c) |
| Total..... | b 3,290,000 | 3,200 | 28 | b 13,606 | | | b 52 | b 33,500 |
| Government only. | | | | | | | | |
| Bath Iron Works, Bath, Me. | 850,000 | 1,000 | | | 3 | 2,226 | 4 | 7,500 |
| GREAT LAKES AND WESTERN RIVERS. | | | | | | | | |
| American Bridge Co., Pittsburg, Pa. | (c) | 100 | 12 | 5,610 | 4 | 440 | (c) | (c) |
| Buffalo Dry Dock Co., Buffalo, N. Y. | (c) | 800 | 1 | (c) | | | 4 | 15,000 |
| American Shipbuilding Co., Cleveland, Ohio. | (c) | 2,100 | 2 | 2,617 | | | 3 | 18,800 |
| Lorain, Ohio. | (c) | 1,700 | 6 | 7,984 | | | 9 | 18,700 |
| Dubuque Boat and Boiler Works, Dubuque, Iowa. | 60,000 | 130 | 1 | 1,104 | | | 1 | 1,104 |
| Johnson Bros., Ferrysburg, Mich. | 125,000 | 70 | 2 | 146 | | | 5 | 500 |
| Toledo Shipbuilding Co., Toledo, Ohio. | 2,000,000 | 900 | 3 | 2,054 | | | 6 | 25,000 |
| Great Lakes Engineering Works, Detroit, Mich. | 2,500,000 | 1,500 | 5 | 35,200 | | | 12 | 80,000 |
| Benjamin L. Cowles, Buffalo, N. Y. | 10,000 | 25 | 2 | 554 | | | 3 | 1,500 |
| Manitowoc Dry Dock Co., Manitowoc, Wis. | 300,000 | 250 | 1 | 525 | | | (c) | 5,000 |
| Detroit Shipbuilding Co., Detroit, Mich. | 1,963,509 | 2,000 | 1 | 3,898 | | | 5 | 35,000 |
| E. J. Howard, Jeffersonville, Ind. | (c) | (c) | | | 1 | 210 | (c) | (c) |
| Racine Boat Manufacturing Co., Muskegon, Mich. | 1,000,000 | 400 | | | 3 | 1,201 | 4 | 4,000 |
| Total..... | b 7,958,509 | b 9,975 | 36 | b 59,692 | 8 | 1,851 | b 52 | b 234,604 |
| REPORTING NO VESSELS UNDER CONSTRUCTION. | | | | | | | | |
| Arthur Sewall & Co., Bath, Me. | (c) | (c) | | | | | (c) | (c) |
| The Atlantic Works, East Boston, Mass. | (c) | (c) | | | | | (c) | (c) |
| Quintard Iron Works, New York, N. Y. | (c) | (c) | | | | | (c) | (c) |
| W. & A. Fletcher Co., Hoboken, N. J. | (c) | (c) | | | | | (c) | (c) |
| Riverside Iron Works, Charleston, S. C. | (c) | (c) | | | | | (c) | (c) |
| Delaware River Iron Ship Building and Engine Works, Chester, Pa. | (c) | (c) | | | | | (c) | (c) |
| James Rees & Sons Co., Pittsburg, Pa. | (c) | (c) | | | | | (c) | (c) |
| Risdon Iron and Locomotive Works, San Francisco, Cal. | 2,000,000 | 200 | | | | | 4 | 4,000 |
| Superior Shipbuilding Co., West Superior, Wis. | (c) | (c) | | | | | (c) | (c) |
| Chicago Shipbuilding Co., Chicago, Ill. | (c) | (c) | | | | | (c) | (c) |
| Total..... | b 2,000,000 | b 200 | | | | | b 4 | b 4,000 |

^a Includes 1 battle ship for Argentina.

^b Incomplete.

^c Not reporting.

NUMBER AND TONNAGE OF STEEL MERCHANT AND GOVERNMENT VESSELS UNDER CONSTRUCTION IN AMERICAN SHIPYARDS ON JULY 1, 1910, WITH CAPITAL INVESTED AND MEN EMPLOYED—Continued.

| | Capital. | Men. | Merchant ships building. | | Government vessels building. | | Merchant capacity. | |
|-------------------------------------|--------------|----------|--------------------------|-----------|------------------------------|-----------|--------------------|-----------|
| SUMMARY. | | | No. | Tons. | No. | Tons. | No. | Tons. |
| Seacoast: | | | | | | | | |
| Merchant and government..... | \$35,300,000 | 10,300 | 35 | 72,400 | 34 | 180,019 | 33 | 256,000 |
| Merchant only..... | 3,290,000 | 3,200 | 28 | 13,606 | | | 52 | 33,500 |
| Government only..... | 8,850,000 | 1,000 | | | 3 | 2,228 | 4 | 7,500 |
| Great Lakes and western rivers..... | 7,958,500 | 9,975 | 36 | 59,692 | 8 | 1,851 | 52 | 234,604 |
| No construction..... | 2,000,000 | 200 | | | | | 4 | 4,000 |
| Total..... | \$49,398,500 | \$33,675 | 90 | \$145,797 | 45 | \$184,006 | \$145 | \$535,604 |

a Incomplete

Besides the navy vessels included in the tables above, the battle ship *Florida*, 21,825 tons displacement, of 20 knots speed, is being built at the navy-yard at New York.

TRADE OF OCEAN STEAMERS.

The following table shows the ocean steamers of 1,000 gross tons and over built in the United States during the decade according to the trade for which they were originally designed. Of the 6 ships built for the trans-Atlantic trade, the *Finland*, *Kronland*, and *Samland* have been transferred to the Belgian flag and the *Missourian*, *Virginian*, and *Massachusetts* have been put into the coasting trade by way of Tehuantepec. Of the 4 ships built for the direct trans-Pacific trade, the *Minnesota* alone now remains in that trade, and 2 of the ships for the trans-Pacific trade to Australia by way of Hawaii, the *Sierra* and *Sonoma*, have been withdrawn. The decade opened with a promise of legislation which would give American steamships a presentable standing in transoceanic trade, but that promise thus far has not been fulfilled, and, as the table below shows, the situation is less encouraging now than ten years ago.

TRADES OF OCEAN STEAMERS OF OVER 1,000 GROSS TONS BUILT, 1901-1910.

| Year. | Foreign. | | | | | | | | Coasting. | | | | Total. | |
|-----------|-----------------|--------|-------------------------|--------|-----------------------------|--------|---------------------------------|--------|-----------|--------|--------|---------|--------|---------|
| | Trans-Atlantic. | | Trans-Pacific (direct). | | Trans-Pacific (via Hawaii). | | West Indies, Mexico, Venezuela. | | Hawaii. | | Other. | | | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | | |
| 1901..... | | | | | 3 | 18,495 | 4 | 17,121 | 4 | 22,492 | 14 | 37,134 | 25 | 95,242 |
| 1902..... | 1 | 12,760 | 2 | 19,212 | 1 | 11,276 | 3 | 5,353 | 2 | 13,079 | 12 | 47,095 | 21 | 108,775 |
| 1903..... | 4 | 36,500 | | | 1 | 11,284 | | | 2 | 17,286 | 11 | 36,401 | 18 | 101,471 |
| 1904..... | 1 | 7,914 | 1 | 20,714 | 2 | 27,276 | | | | | 3 | 15,407 | 7 | 71,311 |
| 1905..... | | | 1 | 20,714 | | | | | | | 6 | 20,856 | 7 | 41,570 |
| 1906..... | | | | | | | 2 | 12,414 | | | 1 | 2,930 | 3 | 15,344 |
| 1907..... | | | | | | | 2 | 12,782 | 1 | 8,579 | 10 | 66,251 | 22 | 87,612 |
| 1908..... | | | | | | | | | 4 | 21,477 | 21 | 80,181 | 25 | 101,658 |
| 1909..... | | | | | | | | | | | 2 | 6,780 | 2 | 6,780 |
| 1910..... | | | | | | | 1 | 8,803 | 2 | 13,580 | 15 | 61,462 | 18 | 78,845 |
| Total.... | 6 | 57,174 | 4 | 60,640 | 7 | 68,331 | 12 | 51,473 | 15 | 66,403 | 104 | 374,497 | 148 | 708,608 |

TONNAGE TAXES.

Tonnage duties during the fiscal year amounted to \$1,081,526.70, an increase of \$29,152.33 over the previous year and the largest amount collected from this source since 1884, when reductions were made by act of Congress. The collections during the fiscal year were made under three statutes. Collections under the act of 1884 as amended by the act of 1886 were made up to October 9, 1909, when section 36 of the tariff act of August 5, 1909, went into effect. That act reduced from 3 cents to 2 cents the rate per ton imposed at five entries during any one year upon vessels coming from near-by foreign ports. It also repealed the so-called reciprocal exemption law of 1884 and 1886.

By the act of March 8, 1910, vessels entering otherwise than by sea from foreign ports at which no tonnage or light-house dues or equivalent taxes are imposed on vessels of the United States were exempted from tonnage taxes in the United States. This act in effect applies to American and Canadian vessels in trade on the Lakes between the United States and the Province of Ontario where they are in competition to a considerable extent with the railroads.

Under the law as it now stands the receipts from tonnage duties during the current fiscal year will probably show a reduction below those of the past fiscal year. Of last year's collections American vessels paid \$77,812.01, as they conduct only a small portion of our foreign trade. British vessels paid \$584,478.96 and German vessels \$155,786.25. Under our present ocean-mail system ships of these nations are paid larger amounts for carrying the outward mails of the United States. The tonnage-tax laws of the United States are now in a more satisfactory shape than in many years, and no change in the way of increase or decrease seems desirable.

FOREIGN-BUILT YACHT TAX.

Under section 37 of the tariff act of August 5, 1909, eight foreign-built yachts owned by American citizens have paid annual taxes at the rate of \$7 per gross ton, amounting to \$18,883.34, and three foreign-built yachts owned by American citizens have paid the alternative duty of 35 per cent ad valorem, aggregating \$18,900, and in accord with the provisions of that section have been registered as yachts of the United States entitled to all the privileges as such. The constitutionality of the act, it will be recalled, has been questioned, but the test cases have not yet been decided by the courts.

REPORTS OF SHIPPING COMMISSIONERS.

WORK OF SHIPPING COMMISSIONERS.

Summaries of the work of shipping commissioners for the past fiscal year, so far as they can be expressed in statistical terms, are printed in Appendix A. The most useful services of shipping commissioners in settling disputes, caring for seamen's property, tracing relatives, and similar matters can not of course be reduced conveniently to tabular form. At the beginning of the past fiscal year there were 18 shipping commissioners at the seaports, with 35 deputies, in

all a force of 53. The office of shipping commissioner at Castine, Me., was discontinued on January 31, 1910, because the volume of business was so small that the necessary work could be performed by the collector of customs at that port under the provisions of section 4503 of the Revised Statutes.

The following summary shows the aggregate routine work and salaries of shipping commissioners for the past decade:

| Year. | Seamen shipped, reshipped, and discharged. | Salaries. | Average cost per man. | Year. | Seamen shipped, reshipped, and discharged. | Salaries. | Average cost per man. |
|-----------|--|-------------|-----------------------|-----------|--|-------------|-----------------------|
| 1901..... | 160,377 | \$59,379.84 | \$0.37 | 1906..... | 227,392 | \$60,595.23 | \$0.26 |
| 1902..... | 176,836 | 55,988.36 | .33 | 1907..... | 259,570 | 61,716.60 | .24 |
| 1903..... | 197,918 | 60,938.79 | .30 | 1908..... | 307,299 | 63,585.16 | .21 |
| 1904..... | 201,273 | 61,548.12 | .31 | 1909..... | 341,980 | 62,944.79 | .18 |
| 1905..... | 218,031 | 59,282.67 | .27 | 1910..... | 356,448 | 65,539.19 | .18 |

The number of seamen shipped, reshipped, and discharged has risen from 160,377 in 1901 to 356,448 in 1910, an increase of 122 per cent in the volume of routine work. The amount of salaries paid to shipping commissioners and their clerks has risen from \$59,379.84 in 1901 to \$65,539.19 in 1910, an increase of 10 per cent. The average cost of services per man has decreased from 37 cents in 1901 to 18 cents in 1910. The satisfactory results are in the main due to the operation of acts of Congress, but in part may be attributed to some watchfulness by the Bureau over expenditures.

During the year 32 collectors of customs acting as shipping commissioners have shipped 2,349 seamen and discharged 1,078. Whenever during a year the number of seamen shipped, reshipped, and discharged before a collector of customs reaches 1,000 inquiry is made as to the desirability of establishing a shipping commissioner's office in the district. The table of work performed by collectors of customs as shipping commissioners in Appendix A shows that there must be a material increase in work of this kind before the question of establishing additional shipping commissioners' offices will arise.

SALARIES OF SHIPPING COMMISSIONERS.

The sundry civil appropriation act approved June 25, 1910, contains the following provision:

So much of the act approved June nineteenth, eighteen hundred and eighty-six (Statutes at Large, volume twenty-four, page seventy-nine), as makes a permanent indefinite appropriation to pay compensation to shipping commissioners and the clerks of the shipping commissioners for services under said act is hereby repealed, to take effect from and after June thirtieth, nineteen hundred and eleven; and the Secretary of Commerce and Labor shall, for the fiscal year nineteen hundred and twelve, and annually thereafter, submit to Congress in the regular Book of Estimates detailed estimates for compensation of such commissioners and clerks.

In accord with this provision estimates for the salaries of shipping commissioners and their clerks have been submitted based on the work of shipping commissioners during the past fiscal year. The Bureau construes this section of the sundry civil act as in effect a repeal of so much of section 4501 of the Revised Statutes as author-

izes the Secretary of Commerce and Labor to appoint shipping commissioners at ports of ocean navigation which, in his judgment, may require the same. Shipping commissioners accordingly will not be appointed except where Congress makes specific appropriations for them. The Bureau also understands that the section of the sundry civil law just quoted does not repeal so much of the act of June 19, 1886, as provides that the compensation of shipping commissioners shall not exceed the amounts fixed by the schedule of fees to be found at page 896 of the Revised Statutes.

NATIONALITY OF CREWS.

The men shipped and reshipped (including repeated voyages) by shipping commissioners on vessels of the United States during the past six fiscal years were classed by nationality as follows:

| Nationality. | 1905. | 1906. | 1907. | 1908. | 1909. | 1910. |
|------------------------------|---------|---------|---------|---------|---------|---------|
| Americans (born)..... | 37,098 | 37,070 | 44,095 | 52,065 | 58,692 | 59,810 |
| Americans (naturalized)..... | 22,511 | 23,456 | 25,737 | 28,713 | 31,073 | 31,736 |
| British..... | 13,790 | 14,517 | 16,606 | 19,964 | 21,572 | 21,047 |
| Chinese..... | 432 | 286 | 267 | 369 | 127 | 137 |
| Japanese..... | 537 | 586 | 614 | 585 | 686 | 480 |
| Filipinos..... | 57 | 59 | 52 | 120 | 135 | 120 |
| Germanians..... | 4,178 | 4,368 | 5,276 | 6,158 | 6,153 | 6,832 |
| Norwegians..... | 6,019 | 6,477 | 6,810 | 8,132 | 9,031 | 9,190 |
| Swedes..... | 4,223 | 4,704 | 4,587 | 6,008 | 6,571 | 7,123 |
| Danes..... | 1,509 | 1,547 | 1,895 | 2,316 | 2,238 | 2,293 |
| Russians..... | 2,810 | 2,803 | 3,083 | 3,714 | 3,750 | 3,684 |
| Austrians..... | 1,145 | 1,267 | 1,160 | 1,430 | 1,527 | 1,513 |
| French..... | 562 | 530 | 638 | 630 | 702 | 517 |
| Spanish..... | 11,738 | 13,464 | 16,371 | 17,894 | 23,306 | 24,540 |
| Italians..... | 4,593 | 4,571 | 5,403 | 3,462 | 3,540 | 3,649 |
| Portuguese..... | 3,827 | 3,988 | 3,332 | 3,850 | 3,901 | 4,073 |
| Others..... | 5,314 | 5,639 | 6,910 | 7,663 | 7,853 | 8,952 |
| Unknown..... | 292 | 407 | 553 | 129 | 20 | 13 |
| Total..... | 120,635 | 126,745 | 143,399 | 163,192 | 180,942 | 185,721 |
| Per cent Americans..... | 49.4 | 48.2 | 48.7 | 49.5 | 49.6 | 49.3 |

These figures do not include, of course, seamen shipped abroad before consuls on American vessels.

DESERTION OF SEAMEN.

The percentage of seamen who desert from American vessels is relatively small, and desertion has ceased to be so considerable a factor in American shipping affairs as it was in the days of sailing vessels. The percentage of seamen who fail to report on board after having signed articles before shipping commissioners in ports of the United States for the past nine years is shown by the following table:

| Year. | Shipped and reshipped. | Failed to join. | Percent. | Year. | Shipped and reshipped. | Failed to join. | Percent. |
|-----------|------------------------|-----------------|----------|-----------|------------------------|-----------------|----------|
| 1902..... | 108,554 | 4,278 | 3.94 | 1907..... | 143,399 | 4,007 | 2.79 |
| 1903..... | 120,785 | 5,187 | 4.29 | 1908..... | 163,192 | 3,101 | 1.90 |
| 1904..... | 112,957 | 3,857 | 3.41 | 1909..... | 181,032 | 2,114 | 1.17 |
| 1905..... | 120,782 | 3,273 | 2.71 | 1910..... | 185,721 | 2,690 | 1.45 |
| 1906..... | 126,745 | 3,894 | 3.07 | | | | |

The facts concerning desertion of seamen from American vessels in foreign ports are even more significant. Reports for the past fiscal year have been received from 259 American consulates, which cover practically our entire consular representation at foreign maritime ports. These reports show the clearances (counting repeated voyages) of 1,847 American steamers and 657 American sail vessels. The details are printed in Appendix C. The following table shows the number of the crews of these vessels, the number of seamen shipped and discharged in foreign ports, and the number of deserters:

| Vessels. | Men. | Shipped. | Discharged. | Deserters. |
|------------|---------|----------|-------------|------------|
| Steam..... | 137,612 | 15,670 | 15,335 | 335 |
| Sail..... | 7,001 | 1,395 | 1,070 | 157 |
| Total..... | 144,613 | 17,065 | 16,405 | 492 |

Out of a total of 144,613 men (counting repeated voyages), only 492 deserted, or scarcely one out of 300—a percentage so small as to be inappreciable. There are two possible explanations for these facts. Conditions of life on American vessels may be in the main so satisfactory that seamen prefer to remain with their ships rather than seek by desertion the conditions of labor in foreign ports or on foreign ships. Another theory was set forth in Senate Document No. 379, Sixty-first Congress, second session, in which certain seamen of the United States allege that the seamen “stand in the same relation to the vessel as the serf did to the estate, as the slave to his master.” At the International Seamen’s Congress held at Copenhagen, August 27, 1910, the first resolution read:

That the following changes and improvements be made in the maritime legislation of every country:

1. The abolition of imprisonment of seamen deserting ships while in a safe harbor.

The Copenhagen resolutions and the Senate document enumerated concerning the imprisonment of seamen for desertion, so far from being progressive, are twelve years behind the legislation of the United States. The act of December 21, 1898, abolished the penalty of imprisonment for desertion from American vessels in ports of the United States, the Dominion of Canada, Newfoundland, the West Indies, and Mexico. More than nine-tenths of the seamen on American vessels by the act of December 21, 1898, were thus relieved and have been for twelve years from the penalty of imprisonment for desertion. Outside the countries named the law of the United States still provides for arrest for desertion, but it is a dead letter. The reason is expressed concisely by the American consul at Southampton, England, where 121 out of 335 desertions from American steamers occurred:

No requests for arrests were made by any master losing the men. The policy of the masters has been to let all such men go, they being able at all times to fill all vacancies so created in the crew.

In fact, in foreign ports where imprisonment is still permitted by our law, last year American consuls reported only eight arrests. One seaman was arrested and returned to his ship at Tahiti, Society Islands, 2 at Hakodate, Japan, and 3 at Manila. At Port Elizabeth,

Cape of Good Hope, the consul caused the arrest of 1 American seaman from the bark *Charmer*. The consul reports:

He was arrested by the local authorities and imprisoned for a few hours only, and at his own request was placed aboard his ship, from whence he again deserted and has not since been apprehended.

The consul at Montevideo caused the arrest of a deserter from the whaler *Andrew Hicks*.

These facts do not justify any American seaman in the statement against the laws of his country:

We now raise our manacled hands in humble supplication and pray that the nations issue a decree of emancipation and restore to us our right as brother men.

The fragment of American law which still authorizes the arrest of seamen for desertion from American ships in remote ports may well be repealed because it is a dead letter. Whether foreign nations should repeal their laws providing for the arrest and imprisonment of deserting seamen from their ships is a matter concerning which for obvious reasons this Bureau is not called upon to express an opinion.

ALLOTMENT NOTES.

The issue of allotment notes in the United States to seamen under section 24 of the act of December 21, 1898, so far as American vessels are concerned, is now limited practically to the few square-rigged vessels still afloat under the flag. These are now decreasing in number and tonnage at the rate of about 10 per cent a year, so that in a short time the allotment system so far as American ships are concerned will cease. The allotment law is applicable to foreign ships in the United States, but its enforcement in the first instance depends upon the cooperation of foreign consuls. The following table shows the number of allotment notes issued in recent years to seamen on American vessels:

| Year. | Creditors | | Relatives. | Total. |
|-----------|----------------|--------------------|------------|--------|
| | Square-rigged. | All other vessels. | | |
| 1902..... | 2,523 | 1,091 | 240 | 4,454 |
| 1903..... | 2,005 | 1,870 | 284 | 4,159 |
| 1904..... | 1,966 | 1,513 | 287 | 3,766 |
| 1905..... | 1,595 | 919 | 304 | 2,818 |
| 1906..... | 1,492 | 421 | 309 | 2,222 |
| 1907..... | 1,323 | 400 | 239 | 2,052 |
| 1908..... | 967 | 393 | 133 | 1,493 |
| 1909..... | 660 | 114 | 84 | 858 |
| 1910..... | 681 | 145 | 79 | 905 |

REMISSION OR MITIGATION OF FINES, PENALTIES, AND FORFEITURES.

The following table shows the applications for the mitigation or remission by the Secretary of Commerce and Labor of fines, penalties, and forfeitures under the navigation laws considered in the Bureau of Navigation during the past fiscal year. They are classed, first, according to the port, and, second, according to the principal statutes violated. At the bottom of the table is a brief summary of similar cases for the previous six years.

| Port. | Total. | Steamboat laws (4399-4500, R. S.). | Surrendered license (4325-4326, R. S.). | Rules of road (June 7, 1897), inland lakes and St. Marys River | Bills of health (February 15, 1893). | Anchorage rules (May 16, 1898). | Passenger act (August 2, 1892). | Inspection of enrollment and license (4336, R. S.). | Master's report on arrival (2774, R. S.). | Name on vessel (4175, R. S.). | Change of master (4334, R. S.). | Unloading (2872, R. S.). | Miscellaneous. |
|---------------------|--------|------------------------------------|---|--|--------------------------------------|---------------------------------|---------------------------------|---|---|-------------------------------|---------------------------------|--------------------------|----------------|
| Annapolis..... | 2 | | 1 | | | | | | | | 1 | | |
| Apalachicola..... | 4 | 4 | | | | | | | | | | | |
| Baltimore..... | 12 | 4 | | 2 | 4 | | 1 | 1 | | | | | |
| Barnstable..... | 3 | 3 | | | | | | | | | | | |
| Beaufort, S. C..... | 3 | 3 | | | | | | | | | | | |
| Boston..... | 26 | 5 | | 10 | 4 | | 1 | | | 1 | | | 5 |
| Brashear..... | 3 | 2 | | | | | | | | | | | 1 |
| Bridgeport..... | 1 | | | | 1 | | | | | | | | |
| Brunswick..... | 1 | | | | | | | | | | | | 1 |
| Buffalo..... | 30 | 9 | | 16 | | | | | | 3 | | | 2 |
| Cairo..... | 1 | 1 | | | | | | | | | | | |
| Cape Charles..... | 1 | 1 | | 1 | | | | | | | | | |
| Cape Vincent..... | 2 | | | 1 | | | | | | | | | 1 |
| Castine..... | 1 | | | 1 | | | | | | | | | |
| Charleston..... | 1 | | | | 1 | | | | | | | | |
| Chicago..... | 70 | 13 | | 51 | | 1 | | | | 1 | | | 1 |
| Cincinnati..... | 1 | 1 | | | | | | | | | | | |
| Cleveland..... | 26 | 3 | | 19 | | | | | 3 | | | | 1 |
| Crisfield..... | 27 | 2 | | 8 | | | | 2 | | 12 | | | 3 |
| Detroit..... | 55 | 3 | | 52 | | | | | | | | | |
| Duluth..... | 46 | 11 | | 34 | 1 | | | | | | | | |
| Eastport..... | 8 | | | 8 | | | | | | | | | |
| Elizabeth City..... | 5 | 2 | | 3 | | | | | | | | | |
| Ellsworth..... | 2 | | | 2 | | | | | | | | | |
| Erie..... | 4 | | | 4 | | | | | | | | | |
| Fall River..... | 1 | | 1 | | | | | | | | | | |
| Galveston..... | 1 | 1 | | | | | | | | | | | |
| Grand Haven..... | 19 | 4 | 2 | 6 | | | | | 1 | | | | 6 |
| Gulfport..... | 24 | 10 | | 12 | | | | | | 2 | | | |
| Hartford..... | 1 | | | | | | | | | | | | |
| Honolulu..... | 20 | | | | 1 | | 8 | 1 | 4 | | 1 | | 6 |
| Jacksonville..... | 15 | 5 | | 7 | 1 | | | 1 | | | 1 | | |
| Juneau..... | 17 | 6 | 1 | 1 | | | | | | 2 | 2 | 2 | 4 |
| Kansas City..... | 1 | | 1 | | | | | | | | | | |
| Key West..... | 24 | | | 24 | | | | | | | | | 1 |
| Los Angeles..... | 25 | 2 | | 18 | | | | 1 | | 3 | | | 5 |
| Marquette..... | 79 | 17 | | 44 | | | | | 1 | 12 | | | |
| Milwaukee..... | 13 | 1 | | 8 | | | | | | 4 | | | |
| Mobile..... | 17 | 6 | | 7 | 3 | | | | | | | | 1 |
| Memphis..... | 1 | | 1 | | | | | | | | | | |
| Nashville..... | 2 | 2 | | | | | | | | | | | |
| Newark..... | 3 | 2 | | | 1 | | | | | | | | |
| New Bedford..... | 4 | | | 2 | | | | | | 1 | | | 1 |
| New Haven..... | 2 | 2 | | | | | | | | | | | |
| New London..... | 9 | 3 | | 4 | | | | | | | | | 2 |
| New Orleans..... | 21 | 4 | | | 10 | | 3 | 2 | 1 | | | | 1 |
| Newport News..... | 21 | 4 | 1 | 13 | | | | | | 2 | | | 1 |
| Newport, R. I..... | 5 | | | 4 | | | | | | | | | |
| New York..... | 171 | 52 | 9 | 38 | 6 | 12 | 42 | | 1 | 4 | 2 | | 5 |
| Niagara Falls..... | 2 | 2 | | | | | | | | | | | |
| Norfolk..... | 21 | 2 | 1 | 11 | | | | 1 | | 4 | 1 | | 1 |
| Ogdensburg..... | 1 | | | 2 | | | | | | | | | |
| Oswego..... | 5 | | | | | | | | 1 | 2 | | | |
| Paducah..... | 1 | | | 1 | | | | | | | | | |
| Philadelphia..... | 15 | 11 | | 1 | 1 | | | | | 1 | | | 1 |
| Pittsburg..... | 3 | 3 | | | | | | | | | | | |
| Port Arthur..... | 5 | 1 | | | | | | | 1 | 1 | | | 2 |
| Port Huron..... | 8 | | | 4 | | | | | | | 1 | | 3 |
| Portland, Me..... | 5 | 4 | | 1 | | | | | | | | | |
| Portland, Oreg..... | 6 | 2 | | 3 | | | | | | | | | 1 |
| Portsmouth..... | 1 | | | 1 | | | | | | | | | |
| Port Townsend..... | 10 | 8 | | 3 | | | 3 | | | 3 | | | 2 |
| Providence..... | 2 | 1 | | | | | 1 | | | | | | |
| Rochester..... | 2 | 1 | | | | | | | | 1 | | | |
| San Diego..... | 1 | | | 1 | | | | | | | | | |
| Sandusky..... | 1 | | | | | | | | 1 | | | | |
| San Francisco..... | 70 | 9 | | 27 | 6 | | 2 | 4 | 1 | 5 | 2 | | 14 |
| San Juan..... | 9 | 7 | | | | | | | | | 1 | | 1 |
| St. Louis..... | 6 | 6 | | | | | | | | | | | |
| Tampa..... | 37 | | | 18 | 12 | | | | | 4 | | | 3 |
| Waldoboro..... | 6 | | | 6 | | | | | | | | | |
| Washington..... | 8 | 7 | | | | | | | 1 | | | | |

| Port. | Total. | Steamboat laws (4899-5000, R. S.). | Surrendered license (4325-4326, R. S.). | Rules of road (June 7, 1897), inland lakes and St. Marys River | Bills of health (February 15, 1893). | Anchorage rules (May 16, 1888). | Passenger act (August 2, 1892). | Inspection of enrollment and license (4336, R. S.). | Master's report on arrival (3774, R. S.). | Name on vessel (4178, R. S.). | Change of master (4335, R. S.). | Unloading (3872, R. S.). | Miscellaneous. |
|-----------------------|--------|------------------------------------|---|--|--------------------------------------|---------------------------------|---------------------------------|---|---|-------------------------------|---------------------------------|--------------------------|----------------|
| Wilmington, Del. | 2 | ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wiscasset. | 3 | ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals: | | | | | | | | | | | | | |
| 1910 (74 ports) | 1,070 | 252 | 17 | 488 | 52 | 13 | 61 | 13 | 16 | 68 | 12 | 2 | 76 |
| 1909 (64 ports) | 1,134 | 151 | 33 | 710 | 69 | 3 | 21 | 14 | 7 | 59 | 0 | 4 | 63 |
| 1908 (73 ports) | 852 | 245 | 12 | 385 | 42 | 6 | 21 | 23 | 18 | 30 | 7 | 2 | 61 |
| 1907 (66 ports) | 684 | 200 | 88 | 92 | 36 | 18 | 62 | 9 | 23 | 52 | 27 | 5 | 63 |
| 1906 (77 ports) | 670 | 194 | 114 | 130 | 41 | 13 | 27 | 10 | 6 | 49 | 5 | 9 | 72 |
| 1905 (63 ports) | 524 | 142 | 99 | 53 | 42 | 13 | 21 | 26 | 7 | 20 | 11 | 28 | 62 |
| 1904 (66 ports) | 706 | 184 | 101 | 93 | 48 | 49 | 16 | 29 | 12 | 24 | 19 | (a) | 131 |

a Included under "Miscellaneous" in 1901 report.

The increase in the number of cases is of course in part due to new legislation, but it is mainly due to the exercise of greater vigilance on the part of collectors of customs who are charged with the enforcement of the navigation laws.

No reports of violations of law have been made during the year by collectors and surveyors of customs at the following ports: Albany, N. Y.; Alexandria, Va.; Astoria, Oreg.; Atlanta, Ga.; Bangor, Me.; Bath, Me.; Beaufort, N. C.; Belfast, Me.; Bridgeton, N. J.; Bristol, R. I.; Brownsville, Tex.; Burlington, Iowa; Burlington, N. J.; Burlington, Vt.; Cedar Keys, Fla.; Chattanooga, Tenn.; Columbus, Ohio; Coos Bay, Oreg.; Corpus Christi, Tex.; Council Bluffs, Iowa; Dayton, Ohio; Denver, Colo.; Des Moines, Iowa; Dubuque, Iowa; Dunkirk, N. Y.; Eagle Pass, Tex.; Edgartown, Mass.; El Paso, Tex.; Eureka, Cal.; Evansville, Ill.; Fernandina, Fla.; Galena, Ill.; Georgetown, S. C.; Gloucester, Mass.; Grand Rapids, Mich.; Great Falls, Mont.; Greenport, N. Y.; Houlton, Me.; Indianapolis, Ind.; Kennebunk, Me.; Knoxville, Tenn.; La Crosse, Wis.; Lincoln, Nebr.; Louisville, Ky.; Machias, Me.; Marblehead, Mass.; Michigan City, Ind.; Nantucket, Mass.; Natchez, Miss.; Newbern, N. C.; Newburyport, Mass.; Newport, Vt.; Nogales, Ariz.; Omaha, Nebr.; Patchogue, N. Y.; Pembina, N. Dak.; Pensacola, Fla.; Peoria, Ill.; Perth Amboy, N. J.; Petersburg, Va.; Pittsburg, Pa.; Plymouth, Mass.; Richmond, Va.; Rock Island, Ill.; Saco, Me.; Sag Harbor, N. Y.; St. Augustine, Fla.; St. Joseph, Mo.; St. Marys, Ga.; St. Paul, Minn.; Salem, Mass.; Salt Lake City, Utah; Savannah, Ga.; Sioux City, Iowa; Somers Point, N. J.; Springfield, Mass.; Stonington, Conn.; Syracuse, N. Y.; Tappahannock, Va.; Toledo, Ohio; Tuckerton, N. J.; Vicksburg, Miss.; Wheeling, W. Va.; Wilmington, N. C.; Yaquina, Oreg.; York, Me.

The following table shows the number of applications for the remission or mitigation of penalties forwarded by collectors of customs during each of the past seven years and with certain limitations is a measure of the activity of those officers. Of course at places like Atlanta, Ga., Houlton, Me., Lincoln, Nebr., and Denver, Colo., violations of the navigation laws are not to be expected.

COMPARATIVE STATEMENT OF CASES OF VIOLATION OF THE NAVIGATION AND
STEAMBOAT-INSPECTION LAWS REPORTED BY OFFICERS OF CUSTOMS, FISCAL
YEARS 1904-1910.

| Port. | 1904. | 1905 | 1906. | 1907. | 1908 | 1909. | 1910 | Total. |
|-----------------------|-------|------|-------|-------|------|-------|------|--------|
| Albany..... | 3 | 1 | 3 | 1 | | | | 8 |
| Alexandria..... | 3 | | | | 2 | | | 5 |
| Annapolis..... | 9 | 3 | | 4 | 1 | | 2 | 19 |
| Apalachicola..... | 3 | | 2 | | 1 | 1 | 4 | 11 |
| Astoria..... | 7 | 6 | 9 | 5 | 1 | 1 | | 29 |
| Atlanta..... | | | | | | | | |
| Baltimore..... | 47 | 18 | 12 | 26 | 16 | 26 | 12 | 187 |
| Bangor..... | 4 | 3 | | | | | | 7 |
| Barnstable..... | | | 6 | 3 | | | 3 | 12 |
| Bath..... | | | | | 8 | | | 8 |
| Beaufort, N. C..... | 3 | 1 | 5 | | 8 | | | 17 |
| Beaufort, S. C..... | | | 3 | 2 | 2 | 2 | 3 | 12 |
| Belfast..... | 1 | | | | | | | 1 |
| Boston..... | 24 | 28 | 23 | 7 | 7 | 11 | 26 | 126 |
| Brashear..... | | | 13 | | | | 3 | 16 |
| Bridgeport..... | | | | 5 | 2 | 1 | 1 | 9 |
| Bridgeton..... | | | | | | | | |
| Bristol..... | | | | | | | | |
| Brownsville..... | | | | | | | | |
| Brunswick..... | 3 | 1 | 1 | | 4 | 2 | 1 | 12 |
| Buffalo..... | 1 | 3 | 3 | 5 | 9 | 8 | 30 | 59 |
| Burlington, Iowa..... | | | 2 | 3 | | 2 | | 7 |
| Burlington, N. J..... | | | | | | | | |
| Burlington, Vt..... | | | | | | 2 | | 2 |
| Cairo, Ill..... | | | 1 | | 1 | | 1 | 3 |
| Cape Charles..... | 7 | 1 | | | 3 | | 1 | 12 |
| Cape Vincent..... | | | 2 | | 4 | 5 | 2 | 13 |
| Castine..... | | | | | | | 1 | 1 |
| Cedar Keys..... | 1 | | 2 | | | | | 3 |
| Charleston..... | 2 | | 2 | 19 | 1 | | 1 | 25 |
| Chattanooga..... | | 1 | 1 | 1 | | | | 4 |
| Chicago..... | 8 | 7 | 8 | 7 | 21 | 5 | 70 | 126 |
| Cincinnati..... | | | | | 2 | 1 | 1 | 4 |
| Cleveland..... | 14 | 2 | 9 | 10 | 4 | 8 | 26 | 73 |
| Columbus..... | | | | | | | | |
| Coos Bay..... | | | | | | | | |
| Corpus Christi..... | 1 | | | | | | | 1 |
| Council Bluffs..... | | | | | | | | |
| Crisfield..... | 5 | 9 | 1 | 4 | | 13 | 27 | 59 |
| Dayton..... | | | | | | | | |
| Denver..... | | | | | | | | |
| Des Moines..... | | | | | | | | |
| Detroit..... | 3 | 3 | 18 | 28 | 5 | 42 | 55 | 154 |
| Dubuque..... | 1 | | | | 1 | | | 2 |
| Duluth..... | 34 | 16 | 15 | 16 | 15 | 14 | 46 | 156 |
| Dunkirk..... | | | | | | | | |
| Eagle Pass..... | | | | | | | | |
| Eastport..... | | | 1 | | 3 | 9 | 8 | 21 |
| Edgartown..... | 1 | | | 1 | | 1 | | 3 |
| Elizabeth City..... | | 2 | | 1 | | 11 | 5 | 19 |
| Ellsworth..... | | 1 | | | | | 2 | 3 |
| El Paso..... | | | | | | | | |
| Eric..... | | | 2 | 1 | | | 4 | 7 |
| Eureka..... | | 2 | | 1 | | | | 3 |
| Evansville..... | | | | | | | | |
| Fall River..... | 2 | 1 | 5 | | 2 | | | 2 |
| Fernandina..... | 5 | 8 | 7 | 16 | 3 | 4 | 1 | 39 |
| Galena, Ill..... | | | | | | | | |
| Galveston..... | 7 | 5 | 8 | 15 | 5 | 9 | 1 | 50 |
| Georgetown, S. C..... | | | | | | | | |
| Gloucester..... | | 3 | 3 | 3 | | | | 9 |
| Grand Haven..... | 3 | 7 | 10 | 9 | 9 | 24 | 19 | 81 |
| Grand Rapids..... | | | | | | | | |
| Great Falls..... | | | 1 | | | | | 1 |
| Greenport..... | | | | | 1 | | | 1 |
| Gulfport..... | 15 | 20 | 19 | 11 | 2 | 2 | 24 | 93 |
| Hartford..... | 1 | 3 | 3 | | 3 | | 1 | 11 |
| Honolulu..... | 6 | 2 | 8 | | 7 | 17 | 20 | 60 |
| Houlton..... | | | | | | | | |
| Indianapolis..... | | | | | | | | |
| Jacksonville..... | 3 | 4 | 2 | 5 | 3 | 11 | 15 | 43 |
| Juneau..... | 18 | 21 | 10 | 22 | 9 | 8 | 17 | 105 |
| Kansas City..... | | | | | | | 1 | 1 |
| Kennebunk, Me..... | | | | | | | | |
| Key West..... | 11 | 13 | 26 | 12 | 5 | 4 | 24 | 95 |
| Knoxville..... | | | | | | | | |
| La Crosse..... | | | | | | | | |
| Lincoln..... | | | | | | | | |
| Los Angeles..... | | 8 | 5 | 4 | 52 | 4 | 25 | 98 |
| Louisville..... | | | | 2 | | | | 2 |
| Machias..... | | | | 1 | | | | 1 |
| Marblehead..... | | | | | | | | |

COMPARATIVE STATEMENT OF CASES OF VIOLATION OF THE NAVIGATION AND STEAMBOAT-INSPECTION LAWS REPORTED BY OFFICERS OF CUSTOMS, FISCAL YEARS 1904-1910—Continued.

| Port. | 1904. | 1905. | 1906. | 1907. | 1908. | 1909. | 1910. | Total. |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|--------|
| Marquette..... | 16 | 6 | 5 | 6 | 10 | 13 | 79 | 135 |
| Memphis..... | 3 | 1 | 4 | 3 | 3 | 3 | 1 | 18 |
| Milwaukee..... | 2 | 6 | 9 | 4 | 14 | 19 | 13 | 67 |
| Michigan City, Ind..... | | | | | | | | |
| Mobile..... | 0 | 15 | 13 | 12 | 4 | 7 | 17 | 74 |
| Nantucket..... | | | | | | | | |
| Nashville..... | | 1 | 2 | | | | 2 | 5 |
| Natchez..... | | | | | | 4 | | 4 |
| Newark..... | 4 | | 1 | 2 | 2 | | 3 | 12 |
| New Bedford..... | | | | | | 2 | | 6 |
| Newbern..... | 1 | | | | | | | 1 |
| Newburyport..... | | 1 | | | 1 | | | 2 |
| New Haven..... | 4 | 1 | 6 | 3 | 2 | 1 | 2 | 19 |
| New London..... | 3 | 2 | 2 | 1 | 2 | 2 | 9 | 21 |
| New Orleans..... | 11 | 15 | 25 | 21 | 21 | 12 | 21 | 126 |
| Newport, R. I..... | | 1 | 3 | | 3 | 2 | 5 | 14 |
| Newport, Vt..... | | | | | | | | |
| Newport News..... | 9 | 7 | 14 | 9 | 145 | 28 | 21 | 233 |
| New York..... | 142 | 126 | 144 | 118 | 247 | 635 | 171 | 1,583 |
| Niagara Falls..... | | | | | 1 | | 2 | 3 |
| Nogales, Ariz..... | | | | | | | | |
| Norfolk..... | 20 | 5 | 6 | 7 | 22 | 37 | 21 | 124 |
| Ogdensburg..... | 5 | 4 | | 3 | | 1 | 1 | 14 |
| Omaha..... | | | | | | | | |
| Oswego..... | | | 4 | | | 1 | 5 | 10 |
| Paducah..... | | 1 | 2 | 3 | | | 1 | 7 |
| Patchogue..... | 2 | | | | | | | 2 |
| Pembina..... | | | | | | | | |
| Pensacola..... | 2 | 7 | 5 | 1 | 4 | 1 | | 20 |
| Peoria..... | | | | | | | | |
| Perth Amboy..... | 12 | 5 | 12 | 3 | | 3 | | 35 |
| Petersburg..... | | | | | | | | |
| Philadelphia..... | 24 | 11 | 23 | 15 | 10 | 8 | 15 | 106 |
| Pittsburg..... | | | | 1 | | | 3 | 4 |
| Pittsburg..... | | | | | | | | |
| Plymouth..... | | | 1 | | | | | 1 |
| Port Arthur..... | | | | 6 | 4 | 3 | 5 | 18 |
| Port Huron..... | 11 | 7 | 8 | 5 | 4 | 7 | 8 | 50 |
| Port Jefferson, N. Y..... | | | | | | | | |
| Portland, Me..... | 1 | 4 | 1 | 3 | 1 | 3 | 5 | 18 |
| Portland, Oreg..... | | 1 | 2 | | 1 | 2 | 6 | 12 |
| Portsmouth..... | | | | | | | 1 | 1 |
| Port Townsend..... | 138 | 54 | 72 | 87 | 33 | 29 | 19 | 432 |
| Providence..... | 1 | 1 | 11 | 9 | 6 | 11 | 2 | 41 |
| Richmond..... | | | | | | 1 | | 1 |
| Rochester..... | | | | 1 | 2 | | 2 | 5 |
| Rock Island, Ill..... | | | | | | | | |
| Saco, Me..... | | | | | | | | |
| Sag Harbor..... | 1 | | | | | | | 1 |
| St. Augustine..... | 1 | | | | 1 | | | 2 |
| St. Joseph, Mo..... | | | | | | | | |
| St. Louis..... | | | | | 2 | 3 | 6 | 11 |
| St. Marys, Ga..... | | | | | 9 | | | 10 |
| St. Paul..... | 1 | 1 | 1 | | | 2 | | 5 |
| Salem..... | | | 2 | 1 | | | | 3 |
| Salt Lake City..... | | | | | | | | |
| San Diego..... | | | | 1 | | | 1 | 2 |
| Sandusky..... | | 11 | 0 | 7 | 6 | 1 | 1 | 35 |
| San Francisco..... | 6 | 18 | 11 | 72 | 25 | 20 | 70 | 222 |
| San Juan..... | 11 | 4 | 4 | 3 | 13 | 3 | 9 | 47 |
| Savannah..... | 2 | | 6 | 1 | 2 | | | 11 |
| Sioux City..... | | | | | 4 | 2 | | 6 |
| Somers Point..... | 1 | | 1 | 1 | 4 | | | 3 |
| Springfield, Mass..... | | | | | | | | |
| Stonington..... | | 1 | 1 | | | | | 2 |
| Syracuse..... | | | | | | | | |
| Tampa..... | 1 | 1 | | 20 | 3 | 10 | 37 | 73 |
| Tappahannock..... | 1 | | 1 | | | | | 2 |
| Toledo..... | | 1 | | 2 | 15 | | | 18 |
| Tuckerton..... | | | | | | | | |
| Vicksburg..... | | | | | | | | |
| Waldoboro..... | 1 | | 2 | 3 | 1 | 1 | 6 | 14 |
| Washington..... | 1 | | 1 | | 2 | 4 | 8 | 16 |
| Wheeling..... | | | | | 3 | 5 | | 8 |
| Wilmington, Del..... | | 1 | 2 | | | | 2 | 5 |
| Wilmington, N. C..... | | | | | | | | |
| Wiscasset..... | | 1 | 1 | | 1 | | 3 | 6 |
| Yaquina..... | | | | | | | | |
| York, Me..... | | | | | | | | |
| Total (161 ports)..... | 706 | 524 | 670 | 684 | 852 | 1,134 | 1,070 | 5,640 |

ENFORCEMENT OF THE NAVIGATION LAWS.

During the past fiscal year the sum of \$32,725.32 was covered into the Treasury from fines and penalties for violations of the navigation and inspection laws. Hitherto collectors of customs have been embarrassed for want of facilities for the enforcement of the navigation laws, which are violated of course principally upon the water. In the general deficiency act of June 25, 1910, Congress appropriated not to exceed \$15,000 for the employment of motor boats by customs officers to assist in the enforcement of the laws relating to navigation and the inspection of vessels during the fiscal year 1911. In consequence of this appropriation, these laws have been enforced much more generally and assiduously than at any time in the past, with better results to safety to life and property on the water and to the greater satisfaction of careful navigators. The appropriation last year was taken from the permanent annual appropriation to defray the expenses of collecting the revenue from customs, and for this reason was placed at the disposal of the Treasury Department. The enforcement of the laws in question, however, is within the jurisdiction of the Department of Commerce and Labor, and accordingly an item of \$15,000 has been included in the estimates of the Department of Commerce and Labor for the enforcement of these laws. The results already obtained in five months from the appropriation made by the act of June 25, 1910, warrant the statement that the receipts from fines and penalties will amount to more than double the appropriation requested and will secure a much more even and exact enforcement of the laws of Congress than has hitherto been possible.

MOTOR-BOAT LAW.

By the act of June 9, 1910, Congress provided for the equipment of motor boats as to lights, whistles, fog horns, bells, life-saving and fire-extinguishing apparatus on a rational basis substantially in accord with the recommendation of the Secretary of Commerce and Labor last year. The law applies to upward of 100,000 motor boats, and during the five months of its operation it has met with the general approval of those directly concerned in navigation. Difficulties were encountered at the outset, as was to be expected, but in the main these have been overcome. The evidence of the usefulness of the law is to be found in the fact that the number of lives lost on motor boats was much less during the past season than during previous summers. In some particulars the law could doubtless be improved, but in the judgment of this Bureau it would be better to allow it to remain in effect for at least a full year in order to obtain the benefit of longer experience before changes are undertaken. In nearly all of its features the act was framed after consultation with those best qualified to express opinions on the matters involved, and similar consultations should be held before amendments are proposed. Nearly all of the motor boats covered by this law are too small to be documented in the custom-houses or subject to the steamboat-inspection laws, and their owners accordingly are not so closely in touch with acts of Congress as are the owners and masters of larger vessels. This fact furnishes an additional reason for deliberation in the consideration of any amendment or extension of the law.

WIRELESS ON SHIPS.

By the act of July 24, 1910, Congress has provided that on and after July 1, 1911, every ocean-going passenger steamer carrying 50 or more persons for a voyage of 200 miles or more between ports must be equipped with efficient wireless apparatus and a skilled operator, the apparatus to be capable of transmitting and receiving messages at least 100 nautical miles by night or day. This act is a useful measure for the promotion of the safety of life and property at sea and the adoption of a similar measure by other maritime nations is doubtless a matter of but a short time.

Appendix M contains a statement of the vessels to be subject to the law which are already equipped to meet its requirements and of those not yet equipped. The statements contained therein are based on the reports of collectors of customs on September 1, 1910, but of course by July 1, 1911, the situation will have materially changed. The statements show that 370 ocean passenger steamers are already equipped with wireless apparatus and that 185 are not yet so equipped. The act also prescribes that companies installing wireless apparatus shall contract in writing to exchange and shall in fact exchange messages with shore or ship stations using other systems of radio-communication. By this provision of the law Congress has taken an important step toward the enforcement of the principal article of the Berlin Wireless Convention of 1906. The two companies which have equipped 313 of the 370 vessels have already begun to provide in their contracts for a complete compliance with this requirement of the statute. In fact, on the part of both ship-owners and the wireless companies, the disposition has been manifested in advance to comply with the law and to cooperate with the Department in securing its efficient enforcement.

The act prescribes that the Secretary of Commerce and Labor shall make such regulations as may be necessary to secure the proper execution of the law. With a view to the preparation of such regulations, the Bureau has been in correspondence with the wireless companies and with steamship owners so that the regulations may be prepared in ample time to be fully known and understood before the act takes effect, on the 1st of July.

There seems to be no reason to apprehend that there will be a lack of skilled wireless operators, and enough companies are prepared to furnish the necessary installations to lead to the conclusion that monopoly and extortionate rates will not result from the act.

To enforce the law a small appropriation will be necessary, and the Department estimates accordingly carry an item of \$10,000 for this purpose. Of the 555 vessels required to be equipped, 320 clear from New York, and it will be necessary accordingly to have at least one wireless inspector, and probably two, stationed at that port. Men competent to perform this work can not be obtained at a salary less than \$1,500. Possibly the work at other North Atlantic ports can be performed by one inspector, but an allowance must be made for traveling expenses in that event. The same situation applies to ports on the Gulf of Mexico and on the Pacific coast. A small amount may also be required for testing apparatus, so that the sum of \$10,000 seems to be the least amount for which the work can be performed during the first year.

WIRELESS REGULATION.

While the Congress of the United States is the first legislative body to require the installation of wireless apparatus on ocean passenger ships, other nations are in advance of the United States in the other essential matter of the regulation of radio-communication. A bill for the regulation of radio-communication, however (S. 7243), passed the Senate on June 17, 1910, and a bill similar in all essential respects (H. R. 23595) was reported favorably to the House at the last session and holds an advanced place on the calendar. The House bill differs from the bill which passed the Senate in only one considerable matter, viz, it prescribes license fees for wireless stations, and this requirement may well be omitted. The bill was drawn after careful consultation of representatives of the Treasury Department, the War Department, the Navy Department, and the Department of Commerce and Labor, and has been cordially approved by those departments. The reasons for the passage of the bill are fully set forth in Senate Report No. 659, and House Report No. 924, Sixty-first Congress, second session, and its passage is earnestly recommended.

The bill is drawn to avoid the difficulties which have hitherto stood in the way of the ratification by the United States of the Berlin Wireless Convention of 1906, which has met the approval of practically all other maritime nations.

While the act of June 18, 1910, to create a commerce court, brings wireless companies within the scope of the interstate-commerce act, the Bureau understands that only the charges of wireless companies are covered by that act, and the desirability of the passage of the bill referred to is not for this reason lessened.

BRUSSELS CONFERENCE ON MARITIME LAW.

The adjourned session of the Third International Conference on Maritime Law was held at Brussels from September 12 to 23, 1910, when two conventions were signed relating to damages in cases of collision and to maritime assistance and salvage, respectively. These conventions, which will doubtless be submitted to the Senate, are of interest to the export interests of the United States as well as to our maritime interests. The task of securing uniformity in the maritime law of nations is obviously of great usefulness, and it has been undertaken both here and abroad by admiralty judges and lawyers disinterestedly and without reward. The work has progressed so far that international diplomatic conferences are likely to be held perhaps annually. At these future conferences it is desirable that the United States should be represented by men of the same high abilities as those who have acted thus far in behalf of the United States. It would be desirable, therefore, that an appropriation of \$5,000, or so much thereof as may be necessary, should be made each year by Congress.

INTERNATIONAL RULES OF THE ROAD.

The proposition to insert a new paragraph in the international rules of the road providing a special night signal to be exhibited by vessels towing targets, timber rafts, or other objects upon which it is impossible to place a light has been indorsed by practically all the

maritime interests of the United States concerned, and the British Government has been so advised. The special signal is to consist of three lights visible all round the horizon and placed not less than 3 feet apart from each other in a vertical line astern of the towing vessel, the lowest light being white and the other two lights red. It is not probable, however, that the assent of maritime nations generally will be obtained in time to submit the necessary brief legislation to Congress at this session.

COASTWISE PASSENGER TRADE.

Section 4347 of the Revised Statutes as amended on February 17, 1898, provides:

No foreign vessel shall transport passengers between ports or places in the United States, either directly or by way of a foreign port, under a penalty of \$200 for each passenger so transported and landed.

The purpose of the law was to reserve to American vessels the carrying of passengers between domestic ports. The courts have held, however (*Princess Beatrice* case and *United States v. 250 Kegs of Nails*, 61 Fed., 210), that while one foreign ship can not transport passengers between domestic ports, the same result can be attained by two foreign ships. Thus a passenger from Seattle to Nome, Alaska, may take a foreign ship from Seattle to Victoria, British Columbia, and there take another foreign ship for Nome. In the same manner a passenger by sea from San Francisco to New York can take a foreign ship from San Francisco to the Isthmus, and there take another foreign ship to New York. The law governing transportation of cargo coastwise is adequate, and the law governing the transportation of passengers coastwise should be made to conform to it.

The legislation referred to is the more necessary in view of the probable early completion of the Panama Canal.

CONCLUSION.

The recommendations in the report for 1909 concerning forecastle accommodations, deductions for propelling power, exemption from pilotage of coastwise sail vessels, and stowaways are renewed.

Respectfully,

EUGENE TYLER CHAMBERLAIN,
Commissioner.

To Hon. CHARLES NAGEL,
Secretary of Commerce and Labor.

APPENDIXES.

APPENDIXES.

APPENDIX A.

REPORTS OF SHIPPING COMMISSIONERS FOR THE FISCAL YEAR ENDED JUNE 30, 1910.

The following statements are based on the annual reports of United States shipping commissioners for the fiscal year ended June 30, 1910. Shipping commissioners are appointed by the Secretary of Commerce and Labor at each port of entry which is also a port of ocean navigation, and which, in his judgment, may require a commissioner. The reports cover:

- I. Shipments, discharges, and expenditures.
- II. Shipments and reshipments.
- III. Discharges.
- IV. Nationality of seamen
- V. Failures to join.
- VI. Men shipped to be discharged abroad.
- VII. Allotments of wages.
- VIII. Seamen shipped and discharged by collectors.

I. SHIPMENTS, DISCHARGES, AND EXPENDITURES.

The following table shows the seamen shipped and discharged by each commissioner, the total cost to the Government of each office, and the number of employees authorized:

| Port. | Dis- charged. | Shipped and re- shipped. | Total | Total amount of salaries paid. | Average cost per man. | Em- ployees. |
|--------------------|------------------|--------------------------------|---------|---|-----------------------------|-----------------|
| Baltimore..... | 1,181 | 2,524 | 3,705 | \$2,043.37 | \$0.55 | 1 |
| Bath..... | 203 | 1,051 | 1,254 | 984.25 | .80 | ..... |
| Boston..... | 7,041 | 11,134 | 18,175 | 5,932.50 | .33 | 3 |
| Gloucester..... | 359 | 618 | 977 | 616.27 | .63 | ..... |
| Honolulu..... | 618 | 781 | 1,299 | 1,030.00 | .79 | ..... |
| Mobile..... | 430 | 5,135 | 5,565 | 1,200.00 | .22 | ..... |
| New Bedford..... | 378 | 1,073 | 1,451 | 1,065.15 | .73 | ..... |
| New Orleans..... | 3,244 | 4,130 | 7,374 | 2,161.00 | .29 | ..... |
| New York..... | 94,404 | 91,684 | 186,088 | 10,542.91 | .09 | 11 |
| Norfolk..... | 305 | 1,798 | 2,103 | 1,551.82 | .74 | ..... |
| Pascagoula..... | 218 | 267 | 485 | 246.60 | .51 | ..... |
| Philadelphia..... | 7,392 | 9,257 | 16,649 | 5,695.50 | .34 | 3 |
| Portland, Me..... | 1,893 | 2,584 | 4,477 | 2,096.32 | .47 | 1 |
| Port Townsend..... | 19,137 | 17,150 | 36,287 | 8,930.00 | .25 | 6 |
| Providence..... | 145 | 2,624 | 2,769 | 2,269.50 | .82 | 1 |
| Rockland..... | 300 | 1,802 | 2,102 | 1,434.00 | .68 | 1 |
| San Francisco..... | 33,579 | 32,129 | 65,708 | 11,740.00 | .18 | 7 |
| Total..... | 170,727 | 185,721 | 356,448 | \$ 65,539.19 | .18 | 35 |

a Not including \$297.67 for Castine (discontinued January 31, 1910) for seven months.

II. SHIPMENTS AND RESHIPMENTS OF SEAMEN.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped and reshipped on vessels of the types and in the trades named. Half-rate foreign ports are those in British North America, the West Indies, and Mexico. Seamen reshipped are those who at the end of a voyage engage to serve on the next voyage of the same vessel:

| Port. | Foreign ports. | | | | | | Domestic ports. | | | | Total shipments and reshipments. |
|--------------------|------------------|-------|------------------|-------|------------|----------|-----------------|------------|--------|-------|----------------------------------|
| | Shipped | | | | Reshipped. | Shipped. | | Reshipped. | | | |
| | Full-rate ports. | | Half-rate ports. | | | | | | | | |
| | Steam. | Sail. | Stemm. | Sail. | Steam. | Sail. | Steam. | Sail. | Steam. | Sail. | |
| Baltimore..... | 2 | 8 | | 43 | | 16 | 673 | 1,148 | 526 | 108 | 2,524 |
| Bath..... | | | | 89 | | | 183 | 657 | | 102 | 1,031 |
| Boston..... | | 64 | 220 | 254 | 835 | 7 | 1,290 | 4,559 | 3,605 | 231 | 11,134 |
| Gloucester..... | | | | 521 | | 15 | | 74 | | 8 | 618 |
| Honolulu..... | 10 | 133 | | | | | 356 | 256 | 23 | 3 | 781 |
| Mobile..... | 14 | 5 | 33 | 152 | | 52 | 2,306 | 233 | 2,206 | 44 | 5,135 |
| New Bedford..... | | 61 | | | | | 99 | 842 | | 68 | 1,073 |
| New Orleans..... | | 6 | 424 | 4 | 1,968 | | 1,095 | 16 | 616 | 1 | 4,130 |
| New York..... | 4,214 | 182 | 8,460 | 289 | 35,100 | 5 | 7,536 | 1,085 | 34,211 | 2 | 91,684 |
| Norfolk..... | | 3 | | 7 | | | 200 | 1,435 | 117 | 36 | 1,798 |
| Pascagoula..... | | 5 | | 170 | | 39 | | 38 | | 15 | 267 |
| Philadelphia..... | 4 | 113 | 635 | 324 | 1,823 | 35 | 1,630 | 1,583 | 3,005 | 45 | 9,257 |
| Portland, Me..... | | 16 | 37 | 100 | 54 | 6 | 58 | 1,097 | 112 | 504 | 2,584 |
| Port Townsend..... | 133 | 325 | 16 | 92 | 185 | 4 | 6,435 | 510 | 9,422 | 28 | 17,150 |
| Providence..... | | 38 | | | | | 316 | 2,021 | 71 | 178 | 2,624 |
| Rockland..... | | | | 73 | | 9 | | 1,412 | | 308 | 1,802 |
| San Francisco..... | 1,068 | 323 | 1,407 | 75 | 2,159 | | 7,796 | 670 | 18,443 | 98 | 32,129 |
| Total..... | 5,445 | 1,285 | 11,331 | 2,193 | 42,124 | 188 | 29,973 | 18,836 | 72,567 | 1,779 | 185,721 |

III. NUMBER OF MEN DISCHARGED

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men discharged and paid off by commissioners from vessels of the types and in the trades named:

| Port. | Foreign ports. | | | | Domestic ports. | | Total dis- charged. |
|--------------------|------------------|-------|------------------|-------|-----------------|-------|------------------------|
| | Full-rate ports. | | Half-rate ports. | | | | |
| | Steam. | Sail. | Steam. | Sail. | Steam. | Sail. | |
| Baltimore..... | | 30 | 19 | 23 | 403 | 706 | 1,181 |
| Bath..... | | | | | | 203 | 203 |
| Boston..... | | 49 | 1,085 | 44 | 4,175 | 1,688 | 7,041 |
| Gloucester..... | | | | 343 | | 16 | 359 |
| Honolulu..... | 2 | 87 | | | 206 | 223 | 518 |
| Mobile..... | 14 | 13 | 5 | 235 | 7 | 156 | 430 |
| New Bedford..... | | 80 | | | | 208 | 378 |
| New Orleans..... | | | 2,348 | 12 | 878 | 6 | 3,244 |
| New York..... | 13,333 | 337 | 33,058 | 140 | 47,114 | 422 | 94,404 |
| Norfolk..... | | | | | 45 | 260 | 305 |
| Pascagoula..... | | 6 | | 180 | | 32 | 218 |
| Philadelphia..... | 58 | 90 | 2,360 | 218 | 3,943 | 723 | 7,392 |
| Portland, Me..... | | 6 | | 15 | 195 | 1,677 | 1,893 |
| Port Townsend..... | 202 | 305 | 10 | 226 | 17,741 | 587 | 19,137 |
| Providence..... | | 23 | | | | 122 | 145 |
| Rockland..... | | | | 2 | | 298 | 300 |
| San Francisco..... | 2,227 | 393 | 2,632 | 63 | 27,568 | 696 | 33,579 |
| Total..... | 15,896 | 1,419 | 41,523 | 1,501 | 102,275 | 8,113 | 170,727 |

IV. NATIONALITY OF SEAMEN.

The following table, compiled by shipping commissioners from articles of agreement, shows the nationality of men shipped and reshipped. During the past fiscal year commissioners have indicated the fact of naturalization on the articles.

| Port | American. | | | | | | | | British. | | | |
|--------------------|-----------|----------------|-------------------------|--------|--------------|----------------|-------------------------|--------|-----------|----------------|-------------------------|--------|
| | Native. | | | | Naturalized. | | | | | | | |
| | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. |
| Baltimore..... | 393 | 14 | 706 | 1,113 | 120 | 1 | 53 | 174 | 81 | 6 | 113 | 230 |
| Bath..... | 89 | ..... | 657 | 746 | ..... | ..... | 9 | 9 | ..... | ..... | 24 | 24 |
| Boston..... | 1,938 | 23 | 1,520 | 3,481 | 504 | 7 | 325 | 836 | 670 | 16 | 683 | 1,369 |
| Gloucester..... | ..... | ..... | 89 | 89 | ..... | ..... | 167 | 167 | ..... | ..... | 307 | 307 |
| Honolulu..... | 129 | 18 | 16 | 163 | 117 | 70 | 32 | 219 | 1 | 23 | ..... | 24 |
| Mobile..... | 4,609 | 4 | 82 | 4,695 | ..... | ..... | 18 | 24 | 12 | 13 | 151 | 176 |
| New Bedford..... | 42 | 2 | 162 | 206 | 8 | 6 | 30 | 44 | 4 | ..... | 91 | 95 |
| New Orleans..... | 1,307 | ..... | 7 | 1,314 | 703 | ..... | 2 | 705 | 408 | ..... | 2 | 410 |
| New York..... | 24,341 | 46 | 238 | 24,625 | 13,255 | 14 | 68 | 13,337 | 11,553 | 24 | 203 | 11,780 |
| Norfolk..... | 140 | ..... | 898 | 1,038 | 14 | ..... | 16 | 30 | 35 | ..... | 175 | 210 |
| Pascagoula..... | ..... | 1 | 39 | 40 | ..... | ..... | 2 | 2 | ..... | ..... | 49 | 49 |
| Philadelphia..... | 2,128 | 62 | 641 | 2,831 | 1,048 | 19 | 222 | 1,289 | 562 | 41 | 259 | 862 |
| Portland, Me..... | 67 | 4 | 799 | 870 | 29 | 1 | 105 | 135 | 22 | 5 | 275 | 302 |
| Port Townsend..... | 5,433 | 66 | 55 | 5,554 | 6,837 | 91 | 185 | 7,116 | 1,378 | 43 | 35 | 1,456 |
| Providence..... | 58 | ..... | 873 | 931 | 8 | ..... | 16 | 24 | 19 | ..... | 109 | 128 |
| Rockland..... | 12 | ..... | 875 | 887 | 2 | ..... | 71 | 73 | ..... | ..... | 221 | 221 |
| San Francisco..... | 11,011 | 191 | 25 | 11,227 | 7,331 | 154 | 67 | 7,552 | 3,293 | 94 | 17 | 3,404 |
| Total..... | 51,697 | 431 | 7,682 | 59,810 | 29,970 | 372 | 1,388 | 31,730 | 18,038 | 265 | 2,744 | 21,047 |

| Port | German. | | | | French. | | | | Norwegian. | | | |
|--------------------|-----------|----------------|-------------------------|--------|-----------|----------------|-------------------------|--------|------------|----------------|-------------------------|--------|
| | | | | | | | | | | | | |
| | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. |
| Baltimore..... | 114 | 3 | 36 | 153 | 5 | ..... | 12 | 17 | 131 | 2 | 54 | 187 |
| Bath..... | ..... | ..... | 18 | 18 | ..... | ..... | 1 | 1 | ..... | ..... | 50 | 50 |
| Boston..... | 143 | 2 | 115 | 260 | 10 | 2 | 33 | 45 | 457 | 10 | 440 | 907 |
| Gloucester..... | ..... | ..... | 3 | 3 | ..... | ..... | 18 | 18 | ..... | ..... | 8 | 8 |
| Honolulu..... | 26 | 16 | 23 | 65 | ..... | ..... | 1 | 1 | 9 | 15 | 11 | 35 |
| Mobile..... | 3 | 3 | 29 | 35 | ..... | ..... | 2 | 2 | 7 | 2 | 53 | 62 |
| New Bedford..... | 2 | ..... | 4 | 6 | 1 | ..... | 5 | 6 | 15 | ..... | 60 | 75 |
| New Orleans..... | 170 | ..... | 1 | 171 | 24 | ..... | 24 | 223 | ..... | 4 | ..... | 227 |
| New York..... | 3,778 | 8 | 112 | 3,928 | 232 | ..... | 22 | 254 | 3,791 | 29 | 352 | 4,172 |
| Norfolk..... | 18 | ..... | 52 | 70 | 2 | ..... | 6 | 8 | 34 | ..... | 122 | 156 |
| Pascagoula..... | ..... | 1 | 13 | 14 | ..... | ..... | 3 | 3 | ..... | 2 | 58 | 60 |
| Philadelphia..... | 338 | 20 | 111 | 469 | 4 | 4 | 11 | 19 | 397 | 34 | 147 | 578 |
| Portland, Me..... | 15 | ..... | 52 | 67 | 3 | ..... | 13 | 16 | 23 | ..... | 144 | 160 |
| Port Townsend..... | 192 | 23 | 38 | 253 | 6 | 10 | 11 | 27 | 720 | 27 | 75 | 831 |
| Providence..... | 14 | ..... | 42 | 56 | 2 | ..... | 10 | 12 | 39 | ..... | 213 | 252 |
| Rockland..... | ..... | ..... | 31 | 31 | ..... | ..... | ..... | ..... | 3 | ..... | 194 | 197 |
| San Francisco..... | 1,097 | 117 | 19 | 1,233 | 37 | 27 | 2 | 66 | 1,072 | 111 | 43 | 1,226 |
| Total..... | 5,910 | 193 | 729 | 6,832 | 326 | 13 | 148 | 517 | 6,930 | 232 | 2,028 | 9,190 |

| Port. | Swedish. | | | | Danish. | | | | Spanish. | | | |
|--------------------|-----------|----------------|----------------------------|--------|-----------|----------------|----------------------------|--------|-----------|----------------|----------------------------|--------|
| | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. |
| Baltimore..... | 61 | 1 | 63 | 125 | 32 | 1 | 22 | 55 | 66 | ..... | 2 | 68 |
| Bath..... | ..... | ..... | 62 | 62 | ..... | ..... | 41 | 41 | ..... | ..... | ..... | ..... |
| Boston..... | 273 | 12 | 374 | 659 | 62 | 3 | 96 | 161 | 973 | ..... | 18 | 991 |
| Gloucester..... | ..... | ..... | 13 | 13 | ..... | ..... | 2 | 2 | ..... | ..... | 1 | 1 |
| Honolulu..... | 10 | 12 | 8 | 30 | ..... | ..... | 1 | 1 | ..... | ..... | ..... | ..... |
| Mobile..... | 1 | 2 | 29 | 32 | 1 | 3 | 18 | 19 | 1 | ..... | 5 | 6 |
| New Bedford..... | 20 | ..... | 64 | 84 | ..... | ..... | 8 | 8 | 2 | ..... | 4 | 6 |
| New Orleans..... | 122 | ..... | 122 | 244 | ..... | ..... | 24 | 765 | ..... | ..... | ..... | 765 |
| New York..... | 2,088 | 21 | 374 | 3,383 | 850 | 6 | 98 | 954 | 10,680 | 3 | 7 | 10,690 |
| Norfolk..... | 10 | ..... | 90 | 100 | 8 | ..... | 12 | 20 | 11 | ..... | 1 | 12 |
| Pascagoula..... | ..... | ..... | 20 | 20 | ..... | ..... | 9 | 9 | ..... | ..... | 3 | 3 |
| Philadelphia..... | 201 | 15 | 95 | 300 | 83 | 11 | 74 | 168 | 1,159 | ..... | 4 | 1,163 |
| Portland, Me..... | 15 | 1 | 118 | 134 | 12 | ..... | 33 | 45 | 43 | ..... | 4 | 47 |
| Port Townsend..... | 562 | 20 | 41 | 623 | 139 | 11 | 24 | 174 | 327 | 1 | 1 | 329 |
| Providence..... | 21 | ..... | 199 | 220 | 3 | ..... | 22 | 25 | 36 | ..... | 3 | 39 |
| Rockland..... | ..... | ..... | 161 | 164 | ..... | ..... | 51 | 51 | 0 | ..... | ..... | 6 |
| San Francisco..... | 937 | 72 | 24 | 1,033 | 491 | 28 | 12 | 531 | 1,417 | ..... | ..... | 1,417 |
| Total..... | 5,233 | 155 | 1,735 | 7,123 | 1,707 | 66 | 520 | 2,293 | 24,487 | 4 | 55 | 24,546 |

| Port. | Italian. | | | | Portuguese. | | | | Russian. | | | |
|--------------------|-----------|----------------|----------------------------|--------|-------------|----------------|----------------------------|--------|-----------|----------------|----------------------------|--------|
| | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. |
| Baltimore..... | 34 | ..... | 1 | 35 | 4 | ..... | 102 | 110 | 41 | ..... | 39 | 80 |
| Bath..... | ..... | ..... | 1 | 1 | ..... | ..... | 50 | 50 | ..... | ..... | 6 | 6 |
| Boston..... | 13 | ..... | 12 | 25 | 366 | 8 | 410 | 784 | 210 | 2 | 301 | 513 |
| Gloucester..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 3 | ..... | ..... | ..... | ..... |
| Honolulu..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | ..... | ..... | 19 | 28 |
| Mobile..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 | 9 | 4 | ..... | 1 | 34 |
| New Bedford..... | ..... | ..... | ..... | ..... | 4 | ..... | 50 | 486 | 540 | ..... | ..... | ..... |
| New Orleans..... | 113 | ..... | 113 | 226 | 6 | ..... | 9 | 38 | ..... | ..... | 0 | 44 |
| New York..... | 3,303 | 1 | 1 | 3,305 | 611 | ..... | 9 | 620 | 1,114 | 13 | 382 | 1,509 |
| Norfolk..... | ..... | ..... | 1 | 1 | 5 | ..... | 12 | 17 | 8 | ..... | 55 | 63 |
| Pascagoula..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 39 | 40 |
| Philadelphia..... | 24 | 2 | ..... | 26 | 56 | 4 | 60 | 120 | 134 | 17 | 108 | 259 |
| Portland, Me..... | 1 | ..... | 8 | 9 | 12 | ..... | 537 | 558 | 18 | ..... | 112 | 130 |
| Port Townsend..... | 18 | 1 | ..... | 19 | 56 | ..... | 56 | 165 | 21 | ..... | 42 | 228 |
| Providence..... | 16 | ..... | 10 | 26 | 98 | ..... | 789 | 887 | 2 | ..... | 22 | 24 |
| Rockland..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 110 | 110 |
| San Francisco..... | 86 | 3 | ..... | 89 | 307 | 1 | 4 | 312 | 525 | 60 | 25 | 610 |
| Total..... | 3,608 | 7 | 34 | 3,649 | 1,522 | 80 | 2,471 | 4,073 | 2,260 | 134 | 1,290 | 3,684 |

| Port. | Chinese. | | | | Japanese. | | | | Filipinos. | | | |
|--------------------|-----------|----------------|-------------------------|--------|-----------|----------------|-------------------------|--------|------------|----------------|-------------------------|--------|
| | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. |
| Baltimore..... | | | 1 | 1 | | | | | | | 3 | 3 |
| Bath..... | | | 6 | 6 | | | 6 | 6 | | | | |
| Boston..... | | | 2 | 17 | 1 | 23 | 37 | 61 | 1 | 1 | 1 | 3 |
| Honolulu..... | 14 | 1 | | | | | 3 | 3 | | | | |
| New Bedford..... | | | | | | | | | | | | |
| New York..... | 7 | 1 | 1 | 0 | 185 | 9 | 1 | 194 | | | | |
| Philadelphia..... | 3 | | 2 | 5 | 5 | 9 | 1 | 15 | 1 | | | 1 |
| Portland, Me..... | | | | | | | 3 | 3 | | | 1 | 1 |
| Port Townsend..... | 36 | | 6 | 12 | 8 | 33 | 63 | 109 | 34 | 1 | 1 | 36 |
| San Francisco..... | 55 | 2 | | 57 | 34 | 37 | 18 | 89 | 71 | 6 | 2 | 79 |
| Total..... | 115 | 4 | 18 | 137 | 233 | 116 | 131 | 480 | 110 | 8 | 8 | 126 |

| Port. | Austrian. | | | | Others. | | | |
|--------------------|-----------|----------------|-------------------------|--------|-----------|----------------|-------------------------|--------|
| | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. |
| Baltimore..... | 26 | | 9 | 35 | 93 | 2 | 41 | 139 |
| Bath..... | | | 3 | 3 | | | 10 | 10 |
| Boston..... | 47 | | 23 | 70 | 538 | 19 | 464 | 1,021 |
| Gloucester..... | | | | | | | 2 | 2 |
| Honolulu..... | 6 | 1 | 1 | 8 | 70 | 28 | 20 | 118 |
| Mobile..... | | | 1 | 1 | 4 | 7 | 29 | 40 |
| New Orleans..... | 23 | | | 23 | 176 | | 6 | 182 |
| New York..... | 459 | 1 | 4 | 464 | 3,344 | 11 | 75 | 3,430 |
| Norfolk..... | 11 | | 4 | 15 | 12 | | 27 | 49 |
| Pascagoula..... | | | 2 | 2 | | | 23 | 24 |
| Philadelphia..... | 522 | | 17 | 539 | 485 | 11 | 101 | 601 |
| Portland, Me..... | 4 | | 1 | 5 | 13 | | 16 | 22 |
| Port Townsend..... | 45 | | 9 | 54 | 226 | 9 | 53 | 284 |
| Rockland..... | | | | | | | 9 | 9 |
| San Francisco..... | 289 | 5 | | 294 | 2,900 | 31 | 9 | 2,940 |
| Total..... | 1,432 | 7 | 74 | 1,513 | 7,865 | 119 | 968 | 8,952 |

| Port. | Unknown. | | | | Grand total. | | | |
|--------------------|-----------|----------------|-------------------------|--------|--------------|----------------|-------------------------|---------|
| | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. | Steamers. | Square-rigged. | Schooners, barges, etc. | Total. |
| Baltimore..... | | | | | 1,201 | 34 | 1,289 | 2,524 |
| Bath..... | | | 7 | 7 | 89 | | 942 | 1,031 |
| Boston..... | | | | | 6,204 | 104 | 4,826 | 11,134 |
| Gloucester..... | | | 1 | 1 | | | 618 | 618 |
| Honolulu..... | | | | | | | 158 | 158 |
| Mobile..... | 1 | | | 1 | 392 | 231 | 455 | 878 |
| New Bedford..... | | | | | 4,639 | 41 | 917 | 5,697 |
| New Orleans..... | | | | | 98 | 58 | 28 | 184 |
| New York..... | | | | | 4,102 | | 28 | 4,130 |
| Norfolk..... | | | | | 89,521 | 187 | 1,976 | 90,684 |
| Pascagoula..... | | | | | 317 | | 1,451 | 1,768 |
| Philadelphia..... | | | | | | 7 | 260 | 267 |
| Portland, Me..... | | | | | 7,157 | 247 | 1,853 | 9,257 |
| Portland, Me..... | | | 4 | 4 | 274 | 23 | 2,287 | 2,584 |
| Port Townsend..... | | | | | 16,191 | 365 | 594 | 17,150 |
| Providence..... | | | | | 316 | | 2,308 | 2,624 |
| Rockland..... | | | | | 26 | | 1,776 | 1,802 |
| San Francisco..... | | | | | 30,923 | 939 | 267 | 32,129 |
| Total..... | 1 | | 12 | 13 | 161,450 | 2,236 | 22,035 | 185,721 |

V. FAILURES OF SEAMEN TO JOIN AMERICAN VESSELS.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men who failed to join American vessels in the United States after they had made contracts to serve thereon. There is virtually no penalty imposed on the seaman who violates his written contract by deserting or failing to join in the United States an American vessel on which he has contracted to work. Since 1898 the punishment provided by law is the forfeiture of all or any part of the wages or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned. The greater number of failures to join are after articles are signed but before the voyage has been begun, when usually no wages have been earned subject to forfeiture.

| Port. | Foreign. | | | | Coasting. | | | | Total. | | |
|--------------------|----------|------------|-------|------------|-----------|------------|--------|------------|---------|------------|-----------------------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Men. | Fail-ures. | Per cent of failures. |
| | Men. | Fail-ures. | Men. | Fail-ures. | Men. | Fail-ures. | Men. | Fail-ures. | | | |
| Baltimore..... | 2 | | 07 | | 1,199 | 1 | 1,256 | 71 | 2,524 | 72 | 2.85 |
| Bath..... | | | 89 | | 183 | | 739 | 3 | 1,031 | 3 | .29 |
| Boston..... | 1,004 | 40 | 325 | 47 | 4,955 | 32 | 4,790 | 303 | 11,134 | 482 | 4.33 |
| Gloucester..... | | | 536 | | | | 82 | 10 | 618 | 10 | 1.61 |
| Honolulu..... | 10 | | 133 | 19 | 379 | 1 | 259 | | 781 | 20 | 2.56 |
| Mobile..... | 47 | 3 | 209 | 12 | 4,602 | | 277 | 6 | 5,135 | 21 | .41 |
| New Bedford..... | | | 64 | | 99 | | 910 | 3 | 1,073 | 3 | .28 |
| New Orleans..... | 2,392 | | 10 | | 1,711 | 205 | 17 | | 4,130 | 205 | 4.96 |
| New York..... | 47,774 | 1,096 | 476 | 5 | 41,747 | 7 | 1,687 | 2 | 91,684 | 1,110 | 1.21 |
| Norfolk..... | | | 10 | 2 | 317 | 3 | 1,471 | 93 | 1,798 | 98 | 5.51 |
| Pascagoula..... | | | 214 | 8 | | | 53 | | 267 | 8 | 2.99 |
| Philadelphia..... | 2,462 | 33 | 472 | 27 | 4,695 | 22 | 1,628 | 53 | 9,257 | 135 | 1.45 |
| Portland, Me..... | 91 | | 122 | 3 | 170 | 11 | 2,201 | 123 | 2,584 | 137 | 5.30 |
| Port Townsend..... | 334 | 1 | 421 | 12 | 15,857 | 4 | 538 | | 17,150 | 17 | .09 |
| Providence..... | | | 38 | | 387 | 5 | 2,199 | 68 | 2,624 | 73 | 2.78 |
| Rockland..... | | | 82 | 9 | | | 1,720 | 57 | 1,802 | 66 | 3.66 |
| San Francisco..... | 4,724 | 46 | 398 | 31 | 26,239 | 142 | 768 | 11 | 32,129 | 230 | .71 |
| Total..... | 58,900 | 1,219 | 3,666 | 175 | 102,540 | 433 | 20,615 | 863 | 185,721 | 2,690 | 1.45 |

VI. MEN SHIPPED TO BE DISCHARGED IN FOREIGN PORTS.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped on vessels of various types to be discharged in foreign ports:

| Port. | Steamers. | Square-rigged | Schooners | Total. |
|--------------------|-----------|---------------|-----------|--------|
| Boston..... | 4 | | | 4 |
| Mobile..... | 21 | | | 21 |
| New Bedford..... | | 50 | | 50 |
| New York..... | 44 | | | 44 |
| Port Townsend..... | | 2 | 13 | 15 |
| San Francisco..... | 3 | 9 | | 12 |
| Total..... | 72 | 61 | 13 | 146 |

VII. ALLOTMENTS OF WAGES

The following table, compiled by shipping commissioners from articles of agreement, shows the number of allotment notes issued for seamen on the types of vessels named in the foreign trade. Allotments are prohibited in trade to foreign ports in Canada, Newfoundland, Mexico, and the West Indies. They are prohibited in the coasting trade except between Atlantic and Pacific ports or vice versa. Allotment notes to relatives are in favor of a seaman's grandparents, parents, wife, sister, or children. Allotment notes may be issued to an original creditor in liquidation of any just debt for board or clothing which the seaman may have incurred prior to engagement. They must be signed and approved by a shipping commissioner, and are payable from wages earned on the vessel.

| Port. | Steamers | | Square-rigged. | | Schooners. | | Total. | |
|--------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Rela- tives. | Credi- tors. | Rela- tives. | Credi- tors. | Rela- tives. | Credi- tors. | Rela- tives. | Credi- tors. |
| Baltimore..... | | 1 | | | | 11 | | 12 |
| Boston..... | | | 2 | 36 | | 10 | 2 | 46 |
| Honolulu..... | | | 2 | 76 | | | 2 | 76 |
| New York..... | 10 | 40 | 5 | 134 | | | 15 | 174 |
| Philadelphia..... | | | 9 | 101 | | | 9 | 101 |
| Portland, Me..... | | | | | | 3 | | 3 |
| Port Townsend..... | 31 | 3 | | 132 | 1 | 67 | 32 | 202 |
| San Francisco..... | 15 | 1 | 3 | 202 | 1 | 9 | 19 | 212 |
| Total..... | 56 | 45 | 21 | 681 | 2 | 100 | 79 | 826 |

VIII. SEAMEN SHIPPED AND DISCHARGED BY COLLECTORS.

By section 4503 of the Revised Statutes, at any port in which no shipping commissioner has been appointed, the collector or deputy collector of customs acts as shipping commissioner.

Seamen were shipped and discharged before collectors at the following ports during the past fiscal year, ports not included reporting no transactions:

| Port. | Shipped. | Discharged | Port | Shipped. | Discharged. |
|------------------------|----------|------------|-----------------------|----------|-------------|
| Apalachicola, Fla..... | | 3 | Juneau, Alaska..... | 4 | 4 |
| Astoria, Oreg..... | 44 | 90 | Key West, Fla..... | | 13 |
| Bangor, Me..... | 5 | 0 | Los Angeles, Cal..... | 179 | 183 |
| Barnstable, Mass..... | 61 | | New London, Conn..... | 11 | 47 |
| Beaufort, N. C..... | 37 | | Newport News, Va..... | 183 | 91 |
| Beaufort, S. C..... | | 1 | Pensacola, Fla..... | 42 | 31 |
| Belfast, Me..... | 6 | 1 | Port Arthur, Tex..... | 56 | 5 |
| Bridgeport, Conn..... | | 1 | Portland, Oreg..... | 55 | 32 |
| Brunswick, Ga..... | | 5 | Portsmouth, N. H..... | | 11 |
| Charleston, S. C..... | | 4 | San Diego, Cal..... | 1,244 | 114 |
| Coos Bay, Oreg..... | 9 | | San Juan, P. R..... | 42 | 62 |
| Edgartown, Mass..... | | 1 | Savannah, Ga..... | | 12 |
| Eureka, Cal..... | 235 | 210 | Tampa, Fla..... | 7 | 12 |
| Galveston, Tex..... | 95 | 117 | Wilmington, N. C..... | 7 | 5 |
| Georgetown, S. C..... | 4 | 4 | Wiscasset, Me..... | 17 | ... |
| Gulport, Miss..... | 5 | 13 | | | |
| Jacksonville, Fla..... | 1 | | Total..... | 2,349 | 1,078 |

Collectors of customs at the following ports report no transactions: Alexandria, Va.; Annapolis, Md.; Brashear, La.; Bridgeton, N. J.; Bristol, R. I.; Brownsville, Tex.; Burlington, N. J.; Cape Charles, Va.; Castine, Me.; Cedar Keys, Fla.; Corpus Christi, Tex.; Crisfield, Md.; Eastport, Me.; Elizabeth City, N. C.; Ellsworth, Me.; Fall River, Mass.; Hartford, Conn.; Kennebunk, Machias, Me.; Marblehead, Nantucket, Mass.; Newark, N. J.; Newbern, N. C.; Newburyport, Mass.; New Haven, Conn.; Newport, R. I.; Perth Amboy, N. J.; Petersburg, Va.; Plymouth, Mass.; Richmond, Va.; Saco, Me.; Sag Harbor, N. Y.; St. Augustine, Fla.; St. Marys, Ga.; Salem, Mass.; Somers Point, N. J.; Stonington, Conn.; Tappahannock, Va.; Tuckerton, N. J.; Waldoboro, Me.; Washington, D. C.; Wilmington, Del.; Yaquina, Oreg.; York, Me.

APPENDIX B.

WAGES OF SEAMEN.

The following statements show the average monthly wages paid to seamen generally on American vessels, compiled from the reports of the United States shipping commissioners.

First. The average monthly wages paid during the past fiscal year on American steam and sailing vessels to seamen shipped in various positions for voyages in various branches of the foreign and coasting trade, compiled from reports of the United States shipping commissioners of this Bureau.

Second. Average monthly wages paid to able seamen on American vessels (steam and sail), 1895-1910.

Third. Average monthly wages paid to first mates on American vessels, 1895-1910.

Fourth. Average monthly wages paid to firemen and first engineers on American steam vessels, 1895-1910

| | | | | | | | |
|--------------------------------|-------|-------|-------|--------|--------|--------|--------|
| Philadelphia..... | 25 28 | 40 22 | 28 86 | 75 63 | 39 44 | 122 78 | 74 44 |
| Portland, Me..... | 25 00 | 40 00 | 30 00 | 70 00 | 40 00 | 90 00 | 60 00 |
| Providence..... | 25 00 | 40 00 | 30 00 | 75 00 | | 125 00 | 75 00 |
| Baltimore..... | 25 00 | 50 00 | 30 00 | | | | |
| Bath..... | 30 00 | 50 00 | 25 00 | | | | |
| From 500 to 1,500 tons: | | | | | | | |
| Boston..... | 25 00 | 45 00 | 30 00 | 30 00 | 40 00 | 30 00 | 80 00 |
| Mobile..... | 25 00 | 45 00 | 30 00 | 35 00 | 40 00 | 125 00 | 90 00 |
| New Bedford..... | 20 00 | 45 00 | 30 00 | 55 00 | 40 00 | 100 00 | 75 00 |
| New Orleans..... | 27 50 | 45 00 | 30 00 | 85 00 | 40 00 | 150 00 | 100 00 |
| New York..... | 30 00 | 47 50 | 25 00 | | 30 00 | | |
| Norfolk..... | 30 00 | 43 33 | 25 00 | | | | |
| Pasadena..... | 25 00 | 45 00 | 25 00 | | | | |
| Philadelphia..... | 25 00 | 45 00 | 25 00 | | | | |
| Portland, Me..... | 28 00 | 50 00 | 40 00 | | | | |
| Providence..... | 30 00 | 50 00 | 40 00 | | | | |
| Rockland..... | 30 00 | 45 00 | 40 00 | | | | |
| Over 1,500 tons: | | | | | | | |
| Baltimore..... | 30 00 | 60 00 | 25 00 | 35 00 | 35 00 | 135 00 | 90 00 |
| Boston..... | | | 25 00 | 35 00 | 40 00 | 150 00 | 90 00 |
| Mobile..... | 20 00 | | 30 00 | 40 00 | 30 00 | 105 00 | 110 00 |
| New Orleans..... | 20 00 | | 25 00 | 60 00 | 30 00 | 150 00 | 100 00 |
| New York..... | 30 00 | | 35 00 | 90 00 | 40 00 | 150 00 | 100 00 |
| Norfolk..... | 30 00 | | 27 50 | 95 00 | 30 00 | 105 00 | 110 00 |
| Philadelphia..... | 29 86 | 50 00 | 26 00 | 38 53 | 27 50 | 145 00 | 93 57 |
| Portland, Me..... | 30 00 | 60 00 | 27 50 | 37 93 | 37 10 | 150 00 | 100 00 |
| Providence..... | 30 00 | 60 00 | 30 00 | 42 50 | 40 00 | 140 00 | 90 00 |
| <i>To Asia and Australia.</i> | | | | | | | |
| Under 500 tons: | | | | | | | |
| San Francisco..... | 30 00 | 60 00 | | | | | |
| From 500 to 1,500 tons: | | | | | | | |
| Port Townsend..... | 26 74 | 71 00 | | | | | |
| San Francisco..... | 33 12 | 50 00 | | | | | |
| Over 1,500 tons: | | | | | | | |
| Honolulu..... | 25 00 | 60 00 | | 100 00 | 85 00 | 150 00 | 150 00 |
| New York..... | 18 00 | 40 00 | | 125 00 | 100 00 | 200 00 | 135 00 |
| Port Townsend..... | | | | 55 27 | 85 00 | 175 00 | 133 13 |
| San Francisco..... | | | | | | | |
| <i>Pacific coasting trade.</i> | | | | | | | |
| Under 500 tons: | | | | | | | |
| Port Townsend..... | 42 50 | 66 00 | 55 96 | 53 33 | 55 28 | 136 29 | 99 60 |
| San Francisco..... | 42 60 | 62 02 | 50 00 | 103 17 | 85 00 | 150 00 | 100 00 |

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

| Destination, size, and port of departure of vessels | Sail. | | | | Steam. | | | | | | | | | |
|--|-----------------|------------------|------------------|---------------------------|------------------|-----------------|------------------|------------------|-----------------|------------------|---------------|----------------|---------------------|----------------------|
| | Able seamen. | Boat- swains. | Carpen- ters. | First mates. | Second mates. | Able seamen. | Boat- swains. | Carpen- ters. | First mates. | Second mates. | Fire- men. | Trim- mers. | First engineers. | Second engineers. |
| <i>Pacific coasting trade—Continued.</i> | | | | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Honolulu..... | \$40.00 | \$45.00 | \$30.00 | \$75.00 | \$55.00 | \$50.00 | \$55.00 | \$50.74 | \$126.05 | \$85.00 | \$55.00 | \$45.00 | \$150.00 | \$100.25 |
| Port Townsend..... | 48.25 | 55.00 | 55.88 | 70.50 | 55.85 | 50.00 | 55.00 | 50.00 | 100.00 | 85.00 | 55.00 | 44.68 | 139.47 | 100.15 |
| San Francisco..... | 41.55 | 55.00 | 58.75 | 71.03 | 55.38 | 50.00 | 55.00 | 50.00 | 100.00 | 85.00 | 55.00 | 45.00 | 150.00 | 100.00 |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Honolulu..... | 40.00 | 45.00 | 60.00 | 75.00 | 55.00 | 40.00 | 45.00 | 60.00 | 100.00 | 85.00 | 55.00 | 45.00 | 150.00 | 100.00 |
| Port Townsend..... | 50.00 | 55.00 | 66.00 | 85.67 | 50.00 | 50.00 | 55.00 | 53.90 | 127.22 | 88.83 | 54.00 | 45.00 | 150.00 | 100.00 |
| San Francisco..... | 45.00 | 55.00 | 49.16 | 63.33 | 50.00 | 45.00 | 52.41 | 52.66 | 102.80 | 85.27 | 54.76 | 44.19 | 152.92 | 101.73 |
| <i>To Africa.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| New Bedford..... | 15.00 | | | 30.00 | 20.00 | 15.00 | | | 30.00 | 15.00 | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Boston..... | 20.00 | | | { 45.00 to 50.00 | 35.00 | | | | | | | | | |
| New Bedford..... | 15.00 | | | 50.00 | 20.00 | 15.00 | | | 30.00 | 15.00 | | | | |
| New York..... | 20.00 | 25.00 | | 50.00 | 30.00 | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Honolulu..... | 25.00 | 30.00 | 50.00 | 60.00 | 50.00 | | | | | | | | | |
| Port Townsend..... | 25.00 | | 45.00 | 63.33 | 43.33 | | | | | | | | | |
| San Francisco..... | 20.00 | | 45.00 | 65.00 | 43.75 | | | | | | | | | |
| <i>Atlantic to Pacific ports, and vice versa.</i> | | | | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| New York..... | 18.00 | | | 52.50 | 32.50 | | | | | | | | | |
| Port Townsend..... | 25.00 | | 45.00 | 65.00 | 50.00 | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Honolulu..... | 25.00 | 30.00 | 50.00 | 55.00 | 45.00 | 25.00 | 35.00 | 40.00 | 100.00 | 80.00 | 40.00 | 30.00 | 165.00 | 110.00 |
| New York..... | 18.00 | 22.50 | 40.00 | 70.00 | 45.00 | | | | | | | | | |
| Philadelphia..... | 18.00 | 25.00 | 43.75 | 65.00 | 41.25 | | | | | | | | | |
| Port Townsend..... | 25.00 | | 50.00 | 60.00 | 45.00 | 25.00 | 30.00 | 50.00 | 125.00 | 85.00 | 30.00 | 25.00 | 150.00 | 100.00 |
| San Francisco..... | 20.00 | 26.25 | 43.75 | 63.33 | 43.31 | 20.10 | 35.00 | 40.00 | 100.00 | 85.00 | 45.00 | 30.00 | 150.00 | 100.00 |

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1910.—Continued

| Destination, size, and port of departure of vessels. | Sail. | | | | | | | Steam. | | | | | | |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. |
| <i>To South America—Continued.</i> | | | | | | | | | | | | | | |
| Under 500 tons—Continued | | | | | | | | | | | | | | |
| Norfolk..... | | \$18.00 | \$23.00 | \$25.00 | \$23.75 | \$20.00 | \$25.00 | | | | \$30.00 | | \$30.00 | |
| Philadelphia..... | \$16.00 | 25.00 | 25.00 | | | 25.00 | | \$25.00 | | | | | | |
| Port Townsend..... | | 25.00 | 25.00 | | | 25.00 | | | | | | | 25.00 | |
| Providence..... | | | | | | | | | | | | | | |
| San Francisco..... | 18.75 | 22.50 | 25.00 | | 30.00 | | | | | | | | | |
| From 500 to 1,500 tons. | | | | | | | | | | | | | | |
| Baltimore..... | 16.00 | 22.50 | 20.00 | 20.00 | 20.00 | 20.00 | | | \$30.00 | \$30.00 | | | | |
| Boston..... | 18.00 | 20.00 | 20.00 | 20.00 | 20.00 | | 20.00 | | | | | | | |
| New Orleans..... | 25.00 | | | | | | | | | | | | | |
| New York..... | 15.77 | 20.00 | 20.00 | 20.00 | 20.00 | | | | | | | | | |
| Norfolk..... | 18.00 | | | 25.00 | 22.00 | | | | | | | | | |
| Philadelphia..... | 19.43 | 23.25 | 25.00 | 23.13 | 20.00 | | 20.00 | | | | | | | |
| Portland, Me..... | 16.27 | 20.00 | 20.00 | 20.00 | 20.00 | 20.00 | 20.00 | | | | | | | |
| Port Townsend..... | 18.00 | 20.00 | 21.87 | 22.50 | 23.77 | 25.55 | 24.67 | | | | | | | |
| San Francisco..... | 20.00 | 22.50 | 26.67 | | 30.00 | 25.00 | | 30.00 | 30.00 | | | | | |
| Over 1,500 tons. | | | | | | | | | | | | | | |
| Baltimore..... | | 22.50 | | | | | | | | | | | | |
| Boston..... | | 20.00 | 20.00 | 20.00 | | | | 25.00 | 25.00 | 25.00 | 25.00 | \$25.00 | 25.00 | \$25.00 |
| New York..... | 15.00 | 20.00 | | | | | | | | | | | | |
| Philadelphia..... | 20.00 | | | | | 25.00 | | | | | | | | |
| Port Townsend..... | | 20.00 | 20.00 | 22.50 | 25.00 | | | | | | | | | |
| San Francisco..... | | | | 25.00 | | | 21.66 | 30.00 | 30.00 | 30.00 | 30.00 | 35.00 | 40.00 | 40.00 |
| <i>To West Indies, Mexico, and Central America.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 16.00 | 20.00 | 25.00 | 25.00 | 20.00 | 20.00 | 25.00 | 20.00 | | | | | | |
| Boston..... | 20.00 | 25.00 | 25.00 | 25.00 | 25.00 | 25.00 | 25.00 | | 25.00 | 25.00 | | | | |
| Gloucester..... | | | | | 35.00 | | | | | | | | | |
| Mobile..... | 15.90 | 20.50 | | 25.00 | 25.00 | 25.00 | 22.50 | 30.00 | 30.00 | 30.00 | | | 25.00 | 25.00 |
| New Bedford..... | | | | 30.00 | 25.00 | 25.00 | 25.00 | 25.00 | 22.00 | 22.00 | | | | |
| New Orleans..... | | 25.00 | 25.00 | 25.00 | 25.00 | 25.00 | 20.00 | 30.00 | 30.00 | 30.00 | | | | |
| New York..... | 16.76 | 25.00 | 23.00 | 23.00 | 23.00 | 23.00 | 23.00 | | | | | | | |
| Norfolk..... | 17.33 | 21.75 | 27.00 | 27.00 | 27.00 | 20.00 | 20.00 | 25.00 | 25.00 | 30.00 | 30.00 | 30.00 | 30.00 | 25.00 |
| Pasadena..... | 18.00 | 24.08 | 25.00 | 24.00 | 24.00 | 24.00 | 24.87 | | | | | | | |
| Philadelphia..... | 19.02 | 23.95 | 24.00 | 20.33 | 25.00 | 21.09 | 24.16 | | | | | | | |
| Portland, Me..... | 16.76 | 25.00 | 25.00 | 25.00 | | | | | | | | | | |

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1910—Continued.

| Destination, size, and port of departure of vessels. | Sail. | | | | | | Steam. | | | | | | | |
|--|---------|---------|---------|---------|---------|---------|---------|-------|---------|---------|---------|---------|---------|---------|
| | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. |
| <i>Atlantic and Gulf coasting trade—Continued</i> | | | | | | | | | | | | | | |
| Under 500 tons—Continued. | | | | | | | | | | | | | | |
| Portland, Me. | \$20.97 | \$25.00 | \$25.00 | \$28.00 | \$25.00 | \$25.00 | \$25.00 | | \$25.00 | | | \$25.00 | | \$30.00 |
| Providence. | 20.00 | 25.00 | 25.00 | 27.50 | 25.00 | 25.00 | 25.00 | | | | | | | 30.00 |
| Rockland. | 20.00 | 25.00 | 27.50 | 27.50 | 25.00 | 25.00 | 25.00 | | \$25.00 | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore. | 18.00 | 25.00 | 30.00 | 30.00 | 27.50 | 22.50 | 25.00 | | 25.00 | \$25.00 | \$25.00 | | \$25.00 | 30.00 |
| Bath. | 22.00 | 30.00 | 32.50 | 25.00 | 25.00 | 25.00 | 30.00 | | 25.00 | 30.00 | 25.00 | 25.00 | 25.00 | 30.00 |
| Boston. | 20.00 | 30.00 | 30.00 | 25.00 | 25.00 | 25.00 | 30.00 | | 25.00 | 30.00 | 25.00 | 25.00 | 35.00 | 30.00 |
| Castine. | 16.40 | 21.50 | 30.00 | 30.00 | 30.00 | 30.00 | 25.00 | | 22.50 | | 30.00 | 30.00 | 30.00 | 30.00 |
| Mobile. | 23.00 | 25.00 | 30.00 | 30.00 | 30.00 | 30.00 | 20.00 | | 39.00 | 30.00 | 30.00 | 30.00 | 30.00 | 30.00 |
| New Bedford. | 25.00 | 25.00 | 25.00 | 25.00 | 25.00 | 25.00 | 20.00 | | 30.00 | 30.00 | 30.00 | 30.00 | 30.00 | 25.00 |
| New Orleans. | 17.50 | 25.00 | 27.50 | 27.50 | 27.50 | 27.50 | 27.50 | | 25.00 | | 30.00 | 30.00 | 30.00 | |
| New York. | 20.00 | 29.00 | 27.50 | 27.50 | 27.50 | 27.50 | 27.50 | | 35.00 | | 30.00 | 30.00 | 30.00 | |
| Norfolk. | 18.00 | 25.00 | 26.75 | 26.75 | 25.00 | 25.00 | 25.00 | | 22.25 | 25.00 | 27.90 | 25.00 | 25.83 | |
| Pasagoula. | 20.00 | 27.37 | 27.75 | 28.46 | 27.80 | 24.14 | 25.60 | | 30.00 | 25.00 | 25.00 | 25.00 | 25.00 | |
| Philadelphia. | 22.29 | 30.00 | 28.00 | 30.00 | 26.75 | 30.00 | 28.00 | | 25.00 | 25.00 | 25.00 | 30.00 | 30.00 | |
| Portland, Me. | 25.00 | 30.00 | 30.00 | 27.50 | 25.00 | 25.00 | 30.00 | | 25.00 | 25.00 | 25.00 | 30.00 | 30.00 | |
| Providence. | 22.00 | 30.00 | 30.00 | 30.00 | 27.50 | 27.50 | 30.00 | | 25.00 | | | | | |
| Rockland. | 20.00 | 30.00 | 30.00 | 30.00 | 30.00 | 27.50 | 30.00 | | 25.00 | 25.00 | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore. | | 25.00 | | 32.50 | 27.50 | 25.00 | 30.00 | | 25.00 | 25.00 | 25.00 | 25.00 | 25.00 | 25.00 |
| Bath. | | 30.00 | | 30.00 | 25.00 | 25.00 | 30.00 | | 25.00 | | 25.00 | 25.00 | 25.00 | 25.00 |
| Boston. | | 30.00 | | 30.00 | 25.00 | 25.00 | 30.00 | | 25.00 | 30.00 | 30.00 | 30.00 | 30.00 | 30.00 |
| Mobile. | | | | 35.00 | 32.50 | 30.00 | 30.00 | | | | 30.00 | 35.00 | 35.00 | 25.00 |
| New Bedford. | | 30.00 | 35.00 | 35.00 | 32.50 | 30.00 | 30.00 | | | | 30.00 | 30.00 | 30.00 | 35.00 |
| New Orleans. | | | | 25.00 | | | | | | 25.00 | 27.50 | 27.50 | 27.50 | 35.00 |
| New York. | | 25.00 | | 25.00 | | | | | | 25.00 | 28.00 | 28.66 | 27.50 | 35.00 |
| Norfolk. | | 30.00 | | 32.50 | 30.51 | 27.50 | 29.88 | | | 26.81 | 26.68 | 27.68 | 26.72 | 26.00 |
| Philadelphia. | 21.65 | 29.20 | 30.00 | 30.00 | 30.00 | 33.00 | 30.00 | | | | 27.50 | 27.00 | 27.50 | 27.00 |
| Portland, Me. | 22.60 | 30.00 | 30.00 | 30.00 | 25.00 | 25.00 | 30.00 | | | 25.00 | 27.50 | 27.00 | 30.00 | 30.00 |
| Providence. | | | 35.00 | 35.00 | 30.00 | 30.00 | 30.00 | | | | 25.00 | 27.00 | 30.00 | 30.00 |
| Rockland. | | | | 30.00 | 30.00 | 30.00 | 30.00 | | | | | | | |

To Asia and Australia.

| <i>To Asia and Australia.</i> | | | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|
| Under 500 tons: | | | | | | | |
| Port Townsend | | | | | | | |
| San Francisco | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | |
| Honolulu | | | | | | | |
| New Bedford | 19 64 | 25 00 | | | | | |
| New York | 15 21 | 18 00 | | | | | |
| Port Townsend | 17 50 | 20 00 | 21 61 | 22 50 | 25 00 | 26 74 | |
| San Francisco | 18 22 | 21 28 | 26 00 | 32 50 | 30 00 | 33 12 | |
| Over 1,500 tons. | | | | | | | |
| Baltimore | | | | | | | |
| Honolulu | 18 00 | | | 25 00 | 30 00 | 25 00 | |
| New York | 16 00 | 18 00 | 18 00 | 18 00 | 18 00 | | |
| Norfolk | | | | | | | |
| Philadelphia | 16 25 | 18 00 | 18 00 | | | | |
| Port Townsend | 20 00 | 20 00 | 22 50 | 25 00 | 20 00 | | |
| San Francisco | 19 00 | 22 00 | 25 00 | 26 25 | 22 50 | | |
| | | | | | | 38 75 | |
| | | | | | | 32 63 | |
| | | | | | | 26 25 | 45 00 |
| | | | | | | 35 53 | |
| | | | | | | | 50 00 |

Pacific coasting trade.

| Under 500 tons: | | From 500 to 1,500 tons: | | Over 1,500 tons: | | Total | | Average | |
|-------------------------|-------|-------------------------|-------|-------------------------|-------|-------------------------|-------|-------------------------|-------|
| City | Tons | City | Tons | City | Tons | City | Tons | City | Tons |
| Honolulu | 35.00 | Honolulu | 35.00 | Honolulu | 35.00 | Honolulu | 35.00 | Honolulu | 35.00 |
| Port Townsend | 30.00 | Port Townsend | 30.00 | Port Townsend | 30.00 | Port Townsend | 30.00 | Port Townsend | 30.00 |
| San Francisco | 23.88 | San Francisco | 23.88 | San Francisco | 23.88 | San Francisco | 23.88 | San Francisco | 23.88 |
| From 500 to 1,500 tons: | | From 500 to 1,500 tons: | | From 500 to 1,500 tons: | | From 500 to 1,500 tons: | | From 500 to 1,500 tons: | |
| Honolulu | 35.00 | Honolulu | 35.00 | Honolulu | 35.00 | Honolulu | 35.00 | Honolulu | 35.00 |
| New Bedford | 30.00 | New Bedford | 30.00 | New Bedford | 30.00 | New Bedford | 30.00 | New Bedford | 30.00 |
| Philadelphia | 18.00 | Philadelphia | 18.00 | Philadelphia | 18.00 | Philadelphia | 18.00 | Philadelphia | 18.00 |
| Port Townsend | 30.50 | Port Townsend | 30.50 | Port Townsend | 30.50 | Port Townsend | 30.50 | Port Townsend | 30.50 |
| San Francisco | 25.48 | San Francisco | 25.48 | San Francisco | 25.48 | San Francisco | 25.48 | San Francisco | 25.48 |
| Over 1,500 tons: | | Over 1,500 tons: | | Over 1,500 tons: | | Over 1,500 tons: | | Over 1,500 tons: | |
| Honolulu | 35.00 | Honolulu | 35.00 | Honolulu | 35.00 | Honolulu | 35.00 | Honolulu | 35.00 |
| Port Townsend | 30.00 | Port Townsend | 30.00 | Port Townsend | 30.00 | Port Townsend | 30.00 | Port Townsend | 30.00 |
| San Francisco | 25.00 | San Francisco | 25.00 | San Francisco | 25.00 | San Francisco | 25.00 | San Francisco | 25.00 |

To Africa.

| 10-27-04. | | | | | | | | | |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|--|-------|
| Under 500 tons: | | | | | | | | | |
| Boston. | 18.00 | 20.00 | 20.00 | | | | | | |
| Gloucester. | | | 22.50 | | | | | | |
| New Bedford. | 15.00 | 20.00 | 20.00 | | | | | | |
| New York. | | 20.00 | 20.00 | | | | 15.00 | | 15.00 |
| From 500 to 1,500 tons: | | | | | | | | | |
| Boston. | 18.00 | 20.00 | 20.00 | 20.00 | 20.00 | 20.00 | | | |
| New Bedford. | | 20.00 | 18.00 | 25.00 | 13.00 | | | | |
| New York. | 15.51 | 20.00 | 20.00 | 20.00 | 30.00 | 20.00 | | | |
| Pascagoula. | | 25.00 | | | | | | | |
| Panama. | | | 25.00 | 25.00 | | | | | |
| Port Townsend. | 15.50 | 20.00 | 22.86 | | | | | | |
| San Francisco. | 15.00 | 20.00 | 25.00 | | | | | | |

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1910—Continued.

| Destination, size, and port of departure of vessels. | Sail. | | | | | | Steam. | | | | | | | |
|--|---------|---------|---------|---------|---------|---------|---------|-------|---------|---------|---------|---------|---------|---------|
| | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. |
| <i>To Africa—Continued.</i> | | | | | | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Honolulu..... | | | | | | | \$25 00 | | | | | | | |
| New York..... | | \$20 00 | | | | | | | | | | | | |
| Port Townsend..... | | 20 00 | | | \$22 50 | \$25 00 | 25 00 | | | | | | | |
| San Francisco..... | | 20 00 | \$25 00 | | | | 20 00 | | | | | | | |
| <i>Atlantic to Pacific ports, and vice versa.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | \$20 00 | | | | | | \$25 00 | | \$30 00 | \$25 00 | |
| Norfolk..... | | | | | 35 00 | | | | | | | | | |
| San Francisco..... | | | | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | \$16 00 | 18 00 | 18 00 | | | 25 00 | | | | | | | | |
| Honolulu..... | | 20 00 | 25 00 | | | | | | | | | | | |
| New Orleans..... | | 18 00 | 18 00 | 18 00 | 18 00 | 18 00 | 18 00 | | \$27 50 | | | | | |
| New York..... | 16 00 | | | | 18 00 | | | | | 25 00 | | | | |
| Philadelphia..... | 12 40 | | | | | | | | | | | | | |
| Port Townsend..... | 15 00 | 20 00 | 20 00 | 20 00 | | 20 00 | 25 00 | | | | | | | |
| San Francisco..... | | | 20 00 | | | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | 18 00 | 18 00 | 18 00 | 18 00 | 18 00 | | | | 25 00 | \$25 00 | 37 50 | | |
| Honolulu..... | | 20 00 | 25 00 | 25 00 | 25 00 | 25 00 | 25 00 | | | 25 00 | 25 00 | 25 00 | 25 00 | \$25 00 |
| New York..... | 16 00 | 18 00 | 18 00 | 18 00 | 18 00 | 18 00 | 18 00 | | | 25 00 | 25 00 | | | |
| Norfolk..... | | | | | | | | | | | | | | |
| Philadelphia..... | 16 00 | 18 00 | 18 00 | 18 00 | 18 00 | 18 00 | 18 00 | | 25 00 | 25 00 | 25 00 | 30 00 | 25 00 | |
| Port Townsend..... | | 20 00 | 20 00 | 20 00 | 20 00 | 22 00 | 25 00 | | | | | 35 00 | 35 00 | 25 00 |
| San Francisco..... | 16 24 | 20 83 | 23 75 | 25 00 | 25 00 | 20 00 | 20 00 | | | 25 00 | | 30 00 | 25 00 | 20 10 |

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1910—Continued.

| Destination, size, and port of departure of vessels. | Sail. | | | | | | Steam. | | | | | | | |
|--|---------|---------|---------|---------|---------|---------|---------|---------|--------|---------|---------|----------|---------|----------|
| | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. |
| To South America. | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | \$40 00 | \$40 00 | \$40 00 | | | | | | | | | | | |
| Boston..... | 35 00 | 35 00 | | \$40 00 | | | | | | | | | | |
| New Bedford..... | 33 75 | 35 00 | | \$40 00 | \$40 00 | | | | | | | | | |
| New Orleans..... | | 40 00 | 35 00 | 35 00 | 35 00 | \$45 00 | \$40 00 | \$75 00 | | | | | | |
| New York..... | 37 50 | 40 00 | 40 00 | | | | 40 00 | | | | \$70 00 | | \$85 00 | |
| Norfolk..... | | 40 00 | | | | | 40 00 | | | | | | | |
| Philadelphia..... | 42 50 | 40 00 | 43 33 | 40 00 | 41 67 | 40 00 | 40 00 | \$65 00 | | | | | | |
| Port Townsend..... | | 52 50 | 55 00 | | | | | 65 00 | | | | | | |
| Providence..... | | | | | | | | | | | | | | |
| San Francisco..... | 45 00 | 47 50 | 60 00 | | 70 00 | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 45 00 | 45 00 | 45 00 | 45 00 | 50 00 | | 50 00 | | | | | | | |
| Boston..... | 40 00 | 40 00 | 50 00 | 50 00 | 50 00 | 50 00 | 50 00 | 75 00 | 75 00 | \$75 00 | | | | |
| New Orleans..... | 40 00 | | | | | | | | | | | | | |
| New York..... | 41 09 | 45 00 | 42 50 | 42 50 | 45 00 | | | | | | | | | |
| Norfolk..... | 40 00 | | | 45 00 | 40 00 | | | | | | | | | |
| Philadelphia..... | 41 66 | 46 00 | 50 00 | 50 00 | 50 00 | | 50 00 | | | | | | | |
| Portland, Me..... | 40 21 | 45 00 | 50 00 | 50 00 | 50 00 | 45 00 | 50 00 | | | | | | | |
| Port Townsend..... | 47 00 | 55 00 | 59 29 | 65 00 | 68 08 | 64 17 | 66 25 | | 100 00 | | 100 00 | | | |
| San Francisco..... | 45 50 | 51 25 | 55 00 | | 68 75 | 63 50 | | 80 00 | 100 00 | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | 45 00 | 50 00 | 55 00 | | | | | | | | | | |
| Boston..... | | | | | | | | 78 33 | 80 00 | 80 00 | 90 00 | \$100 00 | 100 00 | \$100 00 |
| New York..... | 45 00 | | | | | | | | | | | | 100 00 | |
| Norfolk..... | | 50 00 | | | | | | | | | | | | |
| Philadelphia..... | | | | | | | | | | | | | | |
| Port Townsend..... | | 55 00 | 55 00 | 65 00 | 66 00 | | 70 00 | 96 67 | 100 00 | 100 00 | | 100 00 | 100 00 | 100 00 |
| San Francisco..... | | | | | | | | | | | | | | |
| To West Indies, Mexico, and Central America. | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 40 00 | 30 00 | 45 00 | 45 00 | 40 00 | 40 00 | 50 00 | 50 00 | | | | | | |
| Boston..... | 35 00 | 35 00 | 40 00 | 50 00 | | | | | | | | | | |
| Belfast..... | | | | | | 35 00 | 35 00 | | 70 00 | 70 00 | | | | |
| Boston..... | 35 00 | 35 00 | 40 00 | 40 00 | 40 00 | 40 00 | 40 00 | 60 00 | 55 00 | | | | 90 00 | |
| Mobile..... | 33 15 | 36 30 | | 40 00 | 40 00 | 40 00 | 40 00 | | | | | | | |

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1910.—Continued.

| Destination, size, and port of departure of vessels. | Sail. | | | | | | Steam. | | | | | | | |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------|---------|---------|---------|---------|
| | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. |
| Atlantic and Gulf coasting trade—Continued. | | | | | | | | | | | | | | |
| Under 500 tons—Continued. | | | | | | | | | | | | | | |
| Castine..... | | | \$35.00 | \$40.00 | \$50.00 | \$35.00 | \$45.00 | | | | \$50.00 | | | |
| Gloucester..... | | | 45 | 40 | 50 | 50 | 50 | | | | 75.00 | | | |
| Mobile..... | \$30.75 | \$38.00 | 45 | 40 | 40 | 40 | 40 | | | | 75.00 | | | \$45.00 |
| New Bedford..... | 30.00 | 30.00 | 35 | 35 | 40 | 45 | 45 | \$40.00 | | | | | | |
| New Orleans..... | | 40.00 | 40 | 50 | 40 | 40 | 40 | 50 | \$75.00 | | | | | |
| New York..... | 34.50 | 35.00 | 40 | 40 | 40 | 40 | 40 | | | | | | | |
| Norfolk..... | 30.00 | 35.00 | 40 | 35 | 35 | 26.66 | 43.33 | | | | | \$72.50 | \$73.88 | 68.50 |
| Pascagoula..... | 35.00 | 35.00 | 40 | 40 | 40 | 38.40 | 40.22 | | | | | | | 73.63 |
| Philadelphia..... | 37.40 | 37.30 | 38.30 | 41.06 | 39.31 | 38.57 | 40.00 | | | | | | | |
| Portland, Me..... | 32.80 | 35.00 | 37.50 | 37.50 | 45.00 | 35.00 | 40.00 | 64.00 | | | | | | 70.00 |
| Providence..... | 30.00 | 30.00 | 40.00 | | 35.00 | 35.00 | 40.00 | 70.00 | | | | | | |
| Rockland..... | 35.00 | 35.00 | 40.00 | 40.00 | 35.00 | 35.00 | 35.00 | 75.00 | | | | | | 75.00 |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 40.00 | 45.00 | 50.00 | 50.00 | 52.50 | 50.00 | 50.00 | 70.00 | | | 70.00 | | | 80.00 |
| Bath..... | 40.00 | 40.00 | 50.00 | 45.00 | 45.00 | 45.00 | 50.00 | 60.00 | | | | | | 50.00 |
| Boston..... | 40.00 | 45.00 | 50.00 | 55.00 | 50.00 | 50.00 | 50.00 | 70.00 | | 65.00 | 70.00 | 80.00 | 65.00 | 80.00 |
| Castine..... | | | 40.00 | 40.00 | 40.00 | 40.00 | 45.00 | | | | 80.00 | 90.00 | 55.00 | 80.00 |
| Mobile..... | 38.33 | 37.50 | 45.00 | 45.00 | 50.00 | 45.00 | 45.00 | 60.00 | | 75.00 | 85.00 | 60.00 | 85.00 | 55.00 |
| New Bedford..... | 40.00 | 35.00 | 45.00 | 40.00 | 40.00 | 40.00 | 45.00 | | | 75.00 | | | | 85.00 |
| New Orleans..... | 40.00 | 40.00 | 45.00 | 45.00 | 40.00 | 40.00 | 45.00 | | | 75.00 | | | | 85.00 |
| New York..... | 37.62 | 45.00 | 45.00 | 45.00 | 45.00 | 45.00 | 45.00 | | | 75.00 | | | | 85.00 |
| Norfolk..... | 38.33 | 40.00 | 45.00 | 45.00 | 45.00 | 45.00 | 45.00 | | | 75.00 | | | | 85.00 |
| Pascagoula..... | 40.00 | 40.00 | 45.00 | 47.50 | 47.50 | 44.00 | 45.00 | | | 75.00 | | | | 85.00 |
| Philadelphia..... | 37.40 | 42.35 | 46.00 | 46.75 | 45.71 | 44.64 | 46.68 | | | 75.00 | | | | 85.00 |
| Portland, Me..... | 40.42 | 50.00 | 48.00 | 49.25 | 50.00 | 50.00 | 50.00 | | | 75.00 | | | | 85.00 |
| Providence..... | 40.00 | 50.00 | 50.00 | 45.00 | 45.00 | 45.00 | 45.00 | | | 75.00 | | | | 85.00 |
| Rockland..... | 35.00 | 50.00 | 47.50 | 47.50 | 45.00 | 45.00 | 45.00 | | | 75.00 | | | | 85.00 |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | 45.00 | 45.00 | 55.00 | 55.00 | 55.00 | 50.00 | 70.00 | | 75.00 | 80.50 | 85.00 | 85.00 | 85.00 |
| Bath..... | | 45.00 | 50.00 | 55.00 | 50.00 | 50.00 | 50.00 | 70.00 | | 70.00 | 70.00 | 75.00 | 75.00 | 75.00 |
| Boston..... | | 45.00 | 60.00 | 60.00 | 60.00 | 60.00 | 60.00 | 75.00 | | 70.00 | 70.00 | 75.00 | 75.00 | 75.00 |
| New Bedford..... | | 40.00 | 55.00 | 50.00 | 55.00 | 55.00 | 55.00 | 75.00 | | 70.00 | 70.00 | 75.00 | 75.00 | 75.00 |
| New Orleans..... | | 40.00 | 55.00 | 50.00 | 55.00 | 55.00 | 55.00 | 75.00 | | 70.00 | 70.00 | 75.00 | 75.00 | 75.00 |
| New York..... | | 45.00 | 50.00 | 50.00 | 50.00 | 50.00 | 50.00 | 75.00 | | 70.00 | 70.00 | 75.00 | 75.00 | 75.00 |

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1910—Continued.

| Destination, size, and port of departure of vessels. | Sail. | | | | | | | Steam. | | | | | | |
|--|---------|---------|---------|-------|---------|---------|---------|--------|---------|---------|----------|----------|---------|----------|
| | 1895. | 1900 | 1905. | 1907. | 1908. | 1909. | 1910. | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. |
| <i>To Africa—Continued.</i> | | | | | | | | | | | | | | |
| From 500 to 1,500 tons—Continued. | | | | | | | | | | | | | | |
| Pasagoula..... | | \$45.00 | | | | | | | | | | | | |
| Port Townsend..... | \$50.00 | 55.00 | \$56.67 | | | | | | | | | | | |
| San Francisco..... | 40.00 | 50.00 | 57.50 | | | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Honolulu..... | | | | | | | \$60.00 | | | | | | | |
| New York..... | | 45.00 | | | | | 63.33 | | | | | | | |
| Port Townsend..... | | 55.00 | | | \$65.00 | | 65.00 | | | | | | | |
| San Francisco..... | | 53.33 | 58.25 | | | | | | | | | | | |
| <i>Atlantic and Pacific ports, and vice versa</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | | | | | | | | | |
| Norfolk..... | | | | | | | | | | \$75.00 | | \$100.00 | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 55.00 | 50.00 | 60.00 | | | \$60.00 | | | | | | | | |
| Honolulu..... | | | 55.00 | | 70.00 | \$60.00 | | | | | | | | |
| New Orleans..... | | | | | | | | | | 75.00 | | | | |
| New York..... | 50.00 | 45.00 | 52.50 | 52.50 | 52.50 | 52.50 | 52.50 | | \$75.00 | 90.00 | | | | |
| Philadelphia..... | 52.50 | | | | | | | | | | | | | |
| Port Townsend..... | 55.00 | 55.00 | | 60.00 | | | 65.00 | | | | | | | |
| San Francisco..... | | | 50.00 | | | 60.00 | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | 50.00 | 60.00 | 60.00 | 60.00 | 60.00 | 55.00 | | | 80.00 | \$90.00 | 100.00 | | |
| Honolulu..... | | 60.00 | 60.00 | 65.00 | 70.00 | 60.00 | 70.00 | | | | 70.00 | | | |
| New York..... | 55.83 | 50.00 | 60.00 | 60.00 | 60.00 | 60.00 | 60.00 | | | 80.00 | 90.00 | 100.00 | | \$100.00 |
| Norfolk..... | | | | | | | | | | | | | | |
| Philadelphia..... | 50.00 | 52.00 | 55.00 | 61.43 | 60.00 | 61.67 | 65.00 | | 75.00 | 120.00 | \$200.00 | 95.00 | \$90.00 | |
| Port Townsend..... | | 55.00 | | 65.00 | 60.00 | 62.50 | 60.00 | | | | | | 125.00 | |
| San Francisco..... | 54.03 | 55.83 | 60.62 | 71.86 | 72.50 | 62.50 | 68.33 | | | | | 100.00 | 100.00 | 100.00 |

a Special

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1910.

| Destination, size, and port of departure of vessels. | Firemen. | | | | | | | First engineers. | | | | | | |
|--|----------|---------|---------|---------|-------|-------|---------|------------------|----------|----------|----------|----------|----------|----------|
| | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. |
| <i>To Great Britain.</i> | | | | | | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Honolulu..... | | | \$30.00 | \$35.00 | | | | | | \$150.00 | \$150.00 | | | |
| Baltimore..... | | | 40.00 | 40.00 | | | | | | 180.00 | \$200.00 | \$200.00 | \$200.00 | \$200.00 |
| New York..... | \$37.50 | \$40.00 | 40.00 | 40.00 | 40.00 | 40.00 | \$40.00 | \$150.00 | \$150.00 | 180.00 | 160.00 | 156.00 | 161.25 | 150.00 |
| Philadelphia..... | | | | 40.00 | | | 40.00 | 112.50 | | | 180.00 | | | |
| Newport News..... | | | | 40.00 | | | | | | | | | | |
| <i>To continent of Europe.</i> | | | | | | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | 30.00 | | | | | | | 150.00 | | | | |
| New Orleans..... | | | 50.00 | | | | | | | 150.00 | | | | |
| New York..... | | | | 30.00 | 40.00 | 40.00 | | | | | 150.00 | 165.00 | 165.00 | |
| Philadelphia..... | | | | 30.00 | 40.00 | | | 112.50 | | | | 165.00 | | |
| <i>To South America.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| New Orleans..... | | 50.00 | | | | | | | 125.00 | | | | 125.00 | |
| Baltimore..... | | | | 35.00 | | | | | | | 105.00 | | | |
| Philadelphia..... | 45.00 | | | | | 40.00 | | 125.00 | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| New Orleans..... | 50.00 | 50.00 | 50.00 | | | | | 125.00 | 125.00 | 135.00 | | | | |
| San Francisco..... | 45.00 | 45.00 | | | | | | 150.00 | 150.00 | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| New Orleans..... | 40.00 | 40.00 | 40.00 | 50.00 | 40.00 | 40.00 | 80.00 | 120.89 | 125.00 | 142.50 | 150.00 | 150.00 | 150.00 | 150.00 |
| New York..... | | | 40.00 | 40.00 | 40.00 | 40.00 | | | | | 142.50 | 175.00 | | |
| Philadelphia..... | | | | | | | | | | | | | | |
| San Francisco..... | 45.00 | 45.00 | 45.00 | 45.00 | 50.00 | 55.00 | 85.00 | 150.00 | 150.00 | 152.00 | 151.00 | 157.50 | 165.00 | 165.00 |
| <i>To West Indies, Mexico, and Central America.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 35.00 | 35.00 | | | | | | 100.00 | 125.00 | | | | | |
| Boston..... | | 35.00 | | | | | | | 125.00 | 112.50 | | | 100.00 | |
| Mobile..... | | 37.50 | | | | | | 85.00 | | | | | | |
| New Bedford..... | 35.00 | | | | | 35.00 | | | | | | | | |
| New Orleans..... | | 50.00 | | | | | | | 125.00 | | | | | |
| New York..... | | 33.33 | | | | | | | 86.67 | | | | | |
| Philadelphia..... | | 35.00 | | | 37.50 | 40.00 | 30.00 | | 100.00 | | 110.00 | 125.00 | 160.00 | 115.00 |
| San Francisco..... | | | | | | 65.00 | | | | | | | | |
| Wilmington..... | | 25.00 | | | | | | | 60.00 | | | | | |

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1910—Continued.

| Destination, size, and port of departure of vessels. | Firemen. | | | | | | | First engineers. | | | | | | |
|---|----------|---------|------------------------|------------------------|---------|---------|---------|------------------|----------|----------|--------------|----------|---------|--|
| | 1895. | 1900. | 1905. | 1907. | 1908. | 1909. | 1910. | 1895. | 1900. | 1905. | 1907. | 1909. | 1910. | |
| <i>To West Indies, Mexico, and Central America—Continued.</i> | | | | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore. | \$35.00 | \$35.00 | \$35.00 to 40.00 | \$35.00 to 40.00 | | | | \$100.00 | \$125.00 | \$135.00 | \$135.00 | | | |
| Boston. | 35.00 | | | | | | | 100.00 | 125.00 | 135.00 | | | | |
| Mobile. | | 37.50 | 50.00 | 50.00 | \$50.00 | \$40.00 | \$35.00 | 125.00 | 112.50 | 135.00 | | | \$80.00 | |
| New Orleans. | 50.00 | 50.00 | 35.00 | 35.00 | 50.00 | 40.00 | 40.00 | 125.00 | 100.00 | 115.00 | \$100.00 | \$135.00 | 150.00 | |
| New York. | | | | | | | | | | | 115.00 | 150.00 | 150.00 | |
| Norfolk. | | | | | | | | 100.00 | 100.00 | 116.18 | 110.00 | 100.00 | 150.00 | |
| Philadelphia. | 35.00 | | 34.85 | 40.00 | 55.00 | 30.00 | 52.89 | 100.00 | | | | 145.00 | 145.79 | |
| San Francisco. | | | | | | | | | | | | 148.87 | | |
| Over 1,500 tons: | | | | | | | | | | | | 150.00 | | |
| Baltimore. | | | 40.00 | 32.50 | 35.00 | 30.00 | 35.00 | | | 135.00 | 135.00 | 150.00 | 150.00 | |
| Boston. | | 35.00 | to 40.00 | 40.00 | 40.00 | 40.00 | 40.00 | | 125.00 | 135.00 | to 150.00 | 150.00 | 150.00 | |
| Honolulu. | | | | | | | | | | | | | | |
| New Orleans. | | | 50.00 | 50.00 | 50.00 | 50.00 | 55.00 | | 125.00 | 150.00 | 150.00 | 150.00 | 150.00 | |
| New York. | 40.00 | | 40.00 | 40.00 | 40.00 | 40.00 | 40.00 | 125.00 | 125.00 | 130.00 | 130.00 | 175.00 | 175.00 | |
| Philadelphia. | 40.00 | 30.20 | 35.00 | 35.80 | 58.61 | 39.73 | 39.61 | 125.00 | 125.00 | 135.85 | 135.31 | 147.00 | 150.00 | |
| Port Townsend. | | | | | | | | | | | | 150.00 | 150.00 | |
| San Francisco. | | | | | 52.58 | 47.98 | 47.90 | | | | | 150.00 | 150.00 | |
| <i>Atlantic and Gulf coasting trade.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore. | | | | 40.00 | 40.00 | 40.00 | 35.00 | | | | 120.00 | 125.00 | 100.00 | |
| Boston. | | 35.00 | 35.00 | 35.00 | 35.00 | 35.00 | | | 75.00 | 75.00 | 75.00 | 65.00 | | |
| Boston. | | 35.00 | | | | | | | 110.00 | | | | | |
| Chester. | | | | 40.00 | | | | | | | 95.00 | 90.00 | 70.00 | |
| Gloucester. | | | 40.00 | 40.00 | | | | | 120.00 | 120.00 | 100.00 | | | |
| Mobile. | 35.00 | | | 40.00 | | | | 65.00 | | | | 30.00 | | |
| New Orleans. | | 50.00 | | | | | | | 125.00 | | | | | |
| Norfolk. | | | | | 40.00 | 40.00 | 35.00 | | | | | 125.00 | 112.00 | |
| Philadelphia. | | 35.00 | | 35.00 | 40.00 | 39.50 | 38.44 | | 104.00 | | 112.50 | 127.50 | 122.78 | |
| Portland, Ma. | | 35.00 | | | 40.00 | 40.00 | 40.00 | | 95.00 | | | 85.00 | | |
| Rockland. | | | | | | | | | | | | | 125.00 | |

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1910—Continued.

| Destination, size, and port of departure of vessels. | Firemen. | | | | | | | | First engineers. | | | | | |
|--|----------|---------|---------|---------|---------|---------|---------|--------|------------------|----------|----------|---------|----------|----------|
| | 1895. | 1900. | 1905. | 1907. | 1908. | 1909 | 1910. | 1895. | 1900. | 1905. | 1907 | 1908. | 1909. | 1910. |
| <i>Atlantic to Pacific ports, and vice versa.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore. | | | \$35.00 | | \$40.00 | \$25.00 | | | | \$100.00 | | \$80.00 | | |
| Norfolk. | | | | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| New Orleans. | | | 50.00 | | | | | | \$150.00 | 150.00 | | | | |
| New York. | | \$50.00 | | | | | | | | | | | | |
| Philadelphia. | | | 35.00 | | 40.00 | | | | | 125.00 | | 146 66 | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore. | | | 30.00 | \$40.00 | 40.00 | | | | | 150.00 | \$150.00 | 150.00 | \$150.00 | |
| Honolulu. | | | | 35.00 | 40.00 | 40.00 | | | | | 150.00 | 175.00 | 165.00 | \$165.00 |
| New York. | | | 35.00 | 35.00 | 40.00 | 40.00 | \$40.00 | | | 150.00 | 150.00 | 175.00 | 165.00 | \$165.00 |
| Philadelphia. | | 35.00 | 40.00 | 35.00 | 40.00 | 40.00 | | 160.00 | 200.00 | 150.00 | 150.00 | 150.00 | 150.00 | |
| Port Townsend. | | | | | 40.00 | 49.62 | 30.00 | | | | | | 175.00 | 150.00 |
| San Francisco | | | 41.25 | | 42.50 | 45.00 | 45.00 | | | 150.00 | | 150.00 | 150.00 | 150.00 |

APPENDIX C.

SHIPMENTS, DISCHARGES, AND DESERTIONS OF SEAMEN FROM AMERICAN VESSELS ABROAD.

The following tables are based on reports of American consuls, showing the number of seamen shipped, discharged, and deserted from American vessels at foreign ports, together with the number of clearances of American vessels involved and the total number of seamen (crew multiplied by number of clearances) during the fiscal year ended June 30, 1910.

TABLE 1.—SUMMARY OF SHIPMENTS, DISCHARGES, AND DESERTIONS.

| | Steam | | | | | Sail | | | | |
|----------------------------|-------------|---------|----------|-------------|-----------|-------------|-------|----------|-------------|-----------|
| | Clearances. | Men. | Shipped. | Discharged. | Deserted. | Clearances. | Men. | Shipped. | Discharged. | Deserted. |
| Europe..... | 55 | 17,289 | 6,677 | 6,288 | 121 | 10 | 199 | 55 | 43 | 4 |
| Asia..... | 114 | 26,075 | 5,793 | 5,964 | 10 | 7 | 100 | 13 | 7 | 5 |
| Australia..... | | | | | | 47 | 992 | 234 | 189 | 37 |
| Africa..... | | | | | | 5 | 133 | 28 | 8 | 21 |
| South America..... | 74 | 2,513 | 35 | 18 | 1 | 54 | 472 | 123 | 90 | 11 |
| Central America..... | 566 | 33,448 | 105 | 15 | 89 | 14 | 88 | 44 | 16 | |
| Mexico..... | 401 | 25,306 | 238 | 147 | 105 | 21 | 178 | 20 | 13 | 7 |
| West Indies..... | 434 | 20,792 | 2,661 | 2,692 | 3 | 194 | 2,674 | 79 | 42 | 18 |
| British North America..... | 203 | 12,189 | 161 | 201 | 6 | 312 | 2,432 | 797 | 601 | 53 |
| Total..... | 1,847 | 137,612 | 15,670 | 15,335 | 335 | 657 | 7,001 | 1,895 | 1,070 | 157 |

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY PORTS.

| Port. | Steam. | | | | | Sail. | | | | |
|--------------------------------------|-------------|--------|----------|-------------|-----------|-------------|------|----------|-------------|-----------|
| | Clearances. | Men. | Shipped. | Discharged. | Deserted. | Clearances. | Men. | Shipped. | Discharged. | Deserted. |
| <i>Europe.</i> | | | | | | | | | | |
| Great Britain (England): | | | | | | | | | | |
| Manchester..... | 1 | 26 | | | | | | | | |
| Southampton..... | 47 | 16,982 | 6,677 | 6,295 | 121 | 1 | 20 | | 2 | |
| Italy—Leghorn..... | 1 | 70 | | 1 | | | | | | |
| Portugal—St. Michaels..... | 3 | 80 | | | | 9 | 179 | 55 | 41 | 4 |
| Spain (Canary Islands)—Tenerife..... | 1 | 56 | | | | | | | | |
| France: | | | | | | | | | | |
| Biarritz..... | 1 | 70 | | 2 | | | | | | |
| Marseille..... | 1 | 5 | | | | | | | | |
| <i>Asia and Australasia.</i> | | | | | | | | | | |
| China: | | | | | | | | | | |
| Amoy..... | 1 | 163 | | | | | | | | |
| Hongkong..... | 27 | 6,238 | 5,769 | 5,943 | 5 | | | | | |
| Shanghai..... | 14 | 3,048 | 1 | 1 | | | | | | |
| Japan: | | | | | | | | | | |
| Hakodate..... | | | | | | 1 | 35 | 1 | 1 | 1 |
| Kobe..... | | | | | | 1 | 11 | 2 | | 2 |
| Nagasaki..... | 6 | 1,543 | | 1 | 5 | | | | | |
| Yokohama..... | 56 | 13,223 | 16 | 14 | 1 | | | | | |

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY PORTS—Continued.

| Port. | Steam. | | | | | Sail. | | | | |
|--|-------------|--------|----------|-------------|-----------|-------------|-------|----------|-------------|-----------|
| | Clearances. | Men. | Shipped. | Discharged. | Deserted. | Clearances. | Men. | Shipped. | Discharged. | Deserted. |
| <i>Asia and Australasia—Continued.</i> | | | | | | | | | | |
| Society Islands—Tahiti | 10 | 960 | 7 | 5 | 4 | 5 | 54 | 10 | 0 | 2 |
| Samoa—Apia | | | | | | 3 | 20 | 2 | 1 | 1 |
| Australia: | | | | | | | | | | |
| Adelaide | | | | | | 3 | 151 | 12 | 0 | 4 |
| Brisbane | | | | | | 1 | 13 | 4 | 3 | 1 |
| Melbourne | | | | | | 1 | 11 | 6 | | 7 |
| Sydney | | | | | | 16 | 197 | 5 | 104 | |
| New South Wales—Newcastle... | | | | | | 26 | 320 | 207 | 73 | 25 |
| <i>Africa.</i> | | | | | | | | | | |
| Cape Town | | | | | | 1 | 4 | 6 | | 0 |
| Durban | | | | | | 4 | 129 | 22 | 8 | 15 |
| <i>South America</i> | | | | | | | | | | |
| Argentina—Buenos Aires .. | | | | | | 1 | 27 | 11 | 5 | 6 |
| Brazil—Rio de Janeiro .. | | | | | | 2 | 25 | 2 | | 1 |
| British Guiana—Georgetown... | | | | | | 3 | 21 | 6 | 3 | |
| Dutch Guiana—Paramaribo... | | | | | | 1 | 7 | 1 | 1 | |
| Chile: | | | | | | | | | | |
| Antofagasta | | | | | | 5 | 49 | 4 | 3 | |
| Iquique | | | | | | 2 | 27 | 6 | 4 | |
| Punta Arenas | 1 | 42 | 1 | 1 | | | | | | |
| Valparaiso | | | | | | 3 | 36 | 25 | 21 | |
| Peru: | | | | | | | | | | |
| Callao | | | | | | 11 | 117 | 61 | 42 | 3 |
| Mollendo | | | | | | 2 | 21 | 2 | 1 | |
| Venezuela—La Guaira | 70 | 2,180 | 28 | 16 | | 21 | 123 | 1 | 5 | |
| Panama—Colon | 3 | 201 | 6 | 1 | 1 | 3 | 23 | 4 | 5 | 1 |
| Central America (British Honduras): | | | | | | | | | | |
| Amapala | 22 | 946 | 13 | 2 | 7 | 1 | 6 | | 1 | |
| Belize | 1 | 9 | 1 | | | 8 | 40 | 4 | | |
| Bonacca | | | | | | 5 | 42 | 49 | 16 | |
| Guatemala—Champerico .. | 379 | 22,533 | 3 | | 10 | | | | | |
| Costa Rica: | | | | | | | | | | |
| Puntarenas | 43 | 2,300 | 7 | | 13 | | | | | |
| San Jose | 92 | 5,854 | 23 | 4 | 31 | | | | | |
| Nicaragua: | | | | | | | | | | |
| Corinto | 25 | 1,492 | 44 | 5 | 22 | | | | | |
| San Juan del Sur | 4 | 215 | 14 | 4 | 1 | | | | | |
| <i>Mexico.</i> | | | | | | | | | | |
| Acapulco | 95 | 6,028 | 96 | 70 | 28 | | | | | |
| La Paz | 11 | 166 | | | | | | | | |
| Manzanillo | 30 | 1,844 | 42 | 8 | 35 | 1 | 9 | 1 | | |
| Mazatlan | 78 | 4,797 | 21 | 11 | 12 | 2 | 26 | 2 | 9 | |
| Puerto Mexico | 55 | 2,661 | 43 | 17 | 12 | 2 | 14 | 3 | | 1 |
| Salina Cruz | 62 | 3,109 | 33 | 35 | 7 | 1 | 8 | 1 | 1 | |
| Tampico | 18 | 1,025 | 2 | 5 | 3 | 2 | 12 | | 2 | |
| Vera Cruz | 52 | 5,676 | 1 | 1 | 8 | 13 | 109 | 13 | 1 | 6 |
| <i>West Indies.</i> | | | | | | | | | | |
| Bermuda—St. George | | | | | | 4 | 66 | 10 | 6 | 2 |
| Cuba: | | | | | | | | | | |
| Calbarien | | | | | | 14 | 87 | 4 | 6 | |
| Habana | 10 | 948 | 7 | 8 | 2 | 21 | 138 | 30 | 12 | 12 |
| Sagua la Grande | | | | | | 12 | 72 | 1 | 2 | |
| Curacao | 111 | 5,750 | 2,585 | 2,631 | | 2 | 19 | | | |
| Haiti—Portau Prince | | | | | | 10 | 70 | 5 | | |
| Jamaica: | | | | | | | | | | |
| Port Morant | 104 | 5,824 | 34 | 8 | 1 | | | | | |
| Port Antonio | 117 | 5,773 | 24 | 39 | | | | | | |
| Montego Bay | 20 | 1,032 | | | | 5 | 29 | | 2 | |
| Port Maria | 37 | 1,907 | | | | | | | | |
| Puerto Plata | 2 | 20 | 2 | | | | | | | |
| St. Thomas | 1 | 18 | | 6 | | 62 | 413 | 3 | 2 | |
| Santo Domingo—Monte Christi | 1 | 6 | 1 | | | | | | | |
| Trinidad | | | | | | 4 | 37 | 11 | 11 | |
| Turks Islands | 1 | 14 | 1 | | | 50 | 1,743 | 15 | 1 | 4 |

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY PORTS—Continued.

| Ports. | Steam. | | | | | Sail | | | | |
|-------------------------------|-------------|---------|----------|-------------|-----------|-------------|-------|----------|-------------|-----------|
| | Clearances. | Men. | Shipped. | Discharged. | Deserted. | Clearances. | Men. | Shipped. | Discharged. | Deserted. |
| <i>British North America.</i> | | | | | | | | | | |
| British Columbia: | | | | | | | | | | |
| Cumberland..... | 3 | 32 | 12 | 11 | ..... | ..... | ..... | ..... | ..... | ..... |
| Nanaimo..... | 15 | 360 | 16 | 12 | 5 | 8 | 113 | 16 | 16 | ..... |
| Vancouver..... | 27 | 677 | 113 | 131 | ..... | 2 | 38 | 21 | 15 | 2 |
| Victoria..... | 2 | 56 | 10 | 12 | ..... | 2 | 27 | 6 | 6 | ..... |
| New Brunswick: | | | | | | | | | | |
| Fredericton..... | ..... | ..... | ..... | ..... | ..... | 1 | 4 | ..... | 1 | ..... |
| St. John..... | 148 | 10,902 | ..... | ..... | ..... | 1,050 | 622 | 496 | ..... | 37 |
| Newfoundland—St. John's..... | ..... | ..... | ..... | ..... | ..... | 2 | 27 | 1 | ..... | 3 |
| Nova Scotia: | | | | | | | | | | |
| Annapolis Royal..... | ..... | ..... | ..... | ..... | ..... | 3 | 16 | 3 | 2 | ..... |
| Barrington Passage..... | ..... | ..... | ..... | ..... | ..... | 1 | 18 | ..... | 1 | ..... |
| Bridgewater..... | ..... | ..... | ..... | ..... | ..... | 9 | 59 | 21 | 18 | ..... |
| Canso..... | ..... | ..... | ..... | ..... | ..... | 16 | 298 | 19 | 55 | ..... |
| Digby..... | 3 | 19 | ..... | ..... | ..... | 11 | 67 | 6 | ..... | ..... |
| Halifax..... | 5 | 143 | 10 | 35 | 1 | 5 | 68 | 26 | 16 | 2 |
| Liverpool..... | ..... | ..... | ..... | ..... | ..... | 9 | 134 | 31 | 8 | 1 |
| Louisburg..... | ..... | ..... | ..... | ..... | ..... | 19 | 323 | 13 | 6 | 5 |
| Port Hawksbury..... | ..... | ..... | ..... | ..... | ..... | 3 | 22 | 4 | 1 | ..... |
| Sydney..... | ..... | ..... | ..... | ..... | ..... | 6 | 92 | ..... | 15 | 3 |
| Yarmouth..... | ..... | ..... | ..... | ..... | ..... | 20 | 42 | 7 | 4 | ..... |
| St. Pierre..... | ..... | ..... | ..... | ..... | ..... | 2 | 34 | 1 | 1 | ..... |
| Total..... | 1,847 | 137,612 | 15,670 | 15,335 | 335 | 657 | 7,001 | 1,395 | 1,070 | 157 |

The following consulates report no transactions during the fiscal year ended June 30, 1910:

Austria-Hungary—Budapest, Fiume, Trieste; Azores—Fayal, Terceira; Denmark—Copenhagen; France—Bordeaux, Boulogne-sur-mer, Brest, Calais, Dieppe, Dunkirk, Havre, Nantes, Rouen; Germany—Brake, Bremen, Breinerhaven, Cuxhaven, Danzig, Hamburg, Kiel, Königsberg, Lubeck, Stettin; Great Britain: England—Bristol, Hull, Liverpool, London, Newcastle-on-Tyne, West Hartlepool; Ireland—Belfast, Cork, Dublin, Galway, Londonderry; Scotland—Aberdeen, Dundee, Edinburgh, Glasgow, Greenock, Troon; Wales—Cardiff, Swansea; Greece—Athens; Italy—Bari, Capri, Catania, Genoa, Naples, Palermo; Netherlands—Amsterdam, Rotterdam; Norway—Bergen, Christiania, Stavanger; Russia—Batum, Libau, Odessa, Reval, Riga; Spain—Alicante, Almeria, Barcelona, Bilbao, Cadiz, Carthagena, Denia, Gibraltar, Grand Canary (Canary Islands), Huelva, Malaga, Palma de Mallorca, Seville, Tarragona, Valencia; Sweden—Gothenburg, Malmö, Stockholm; Syria—Aleppo, Beirut, Haifa, Tripoli; Turkey—Constantinople, Saloniki, Samsoun, Smyrna, Trebizond; Maltese Islands—Malta; Arabia—Aden, Hodeida; China—Antung, Canton, Chefoo, Hankow, Newchwang, Swatow, Tsingtau; Formosa—Tamsui; India—Bombay, Calcutta, Karachi, Madras; Manchuria—Dalny; Siam—Bangkok; Siberia—Vladivostok; Oman—Maskat; Straits Settlements—Penang, Singapore; Borneo—Sandakan; Zanzibar—Zanzibar; Algeria—Algiers, Bone, Oran; Egypt—Alexandria; Morocco—Tangier; Africa—Lourenco Marquez, Tripoli; Cape of Good Hope—Port Elizabeth, East London; Congo—Boma; Australia: Queensland—Townsville; Madagascar—Tamatave; Brazil—Bahia, Para, Santos; Chile—Arica, Caldera, Talcahuano; Colombia—Barranquilla, Cartagena; Ecuador—Bahia de Caraquez, Esmeraldas, Guayaquil, Manta; Guatemala—Livingston, Ocos; French Guiana—Cayenne; Honduras—Ceiba; Salvador—San Salvador; Venezuela—Barcelona, Carupano, Ciudad Bolivar, Puerto Cabello; Mexico—La Paz; Panama—Bocas del Toro, Panama; West Indies—Bonaire, Guadeloupe, Fredericksted, Salt Cay, Samana; Cuba—Nuevitas, Cienfuegos; Haiti—Aux Cayes, Cape Haitien; Jamaica—Kingston, St. Ann's Bay; St. Croix—Christiansted; Bermuda—Hamilton; Martinique—Fort de France; New Brunswick—Campobello, St. Stephen; Nova Scotia—Lunenburg, Pictou; Ontario—Hamilton, Kingston, Owen Sound, Sault Ste. Marie, Trenton, Windsor; Quebec—Montreal, Rimouski; British Columbia—Vancouver.

APPENDIX D.

TONNAGE TAX—LAW AND COLLECTIONS.

The following tables show the tonnage taxes collected for the fiscal year.

The tax is levied on the net tonnage of vessels coming from foreign ports, and is required for five successive entries. For twelve months, dating from the first payment of the tax, entries of a vessel after the fifth are exempt from tonnage tax.

Section 36 of the act of August 5, 1909, which went into effect October 5, 1909, is as follows:

"A tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the coast of South America bordering on the Caribbean Sea, or Newfoundland, and a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any other foreign port, not, however, to include vessels in distress or not engaged in trade.

"This section shall not be construed to amend or repeal section twenty-seven hundred and ninety-two of the Revised Statutes as amended by section one of chapter two hundred and twelve of the laws of nineteen hundred and eight, approved May twenty-eighth, nineteen hundred and eight, or section five of the said chapter two hundred and twelve of the laws of nineteen hundred and eight, or section twenty-seven hundred and ninety-three of the Revised Statutes.

"Section forty-two hundred and thirty-two of the Revised Statutes, and sections eleven and twelve of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six, approved June nineteenth, eighteen hundred and eighty-six, and so much of section forty-two hundred and nineteen of the Revised Statutes as conflicts with this section, are hereby repealed.

"This section shall take effect sixty days after the approval of this act."

The act of March 8, 1910, concerning tonnage duties on vessels entering otherwise than by sea, is as follows:

"Vessels entering otherwise than by sea from a foreign port at which tonnage or light-house dues or other equivalent tax or taxes are not imposed on vessels of the United States shall be exempt from the tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, prescribed by section thirty-six of the act approved August fifth, nineteen hundred and nine, entitled 'An act to provide revenue, equalize duties, and encourage the industries of the United States, and for other purposes.'"

1. TONNAGE TAX COLLECTIONS, 1896-1910.

| Year | Amount. | Year. | Amount. |
|-----------|--------------|-----------|--------------|
| 1896..... | \$544,254.97 | 1904..... | \$826,023.01 |
| 1897..... | 731,769.61 | 1905..... | 858,536.69 |
| 1898..... | 846,771.06 | 1906..... | 967,322.48 |
| 1899..... | 834,087.81 | 1907..... | 1,044,781.13 |
| 1900..... | 880,482.32 | 1908..... | 1,076,571.69 |
| 1901..... | 903,138.88 | 1909..... | 1,052,374.37 |
| 1902..... | 868,783.91 | 1910..... | 1,081,526.70 |
| 1903..... | 885,841.33 | | |

2. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1910, BY PORTS.

| Port. | Minimum rate per ton. | | Six cents per ton. | | Total. | |
|-----------------------|-----------------------|-----------|--------------------|------------|----------|------------|
| | Num-ber. | Amount. | Num-ber. | Amount. | Num-ber. | Amount. |
| Apalachicola..... | 28 | \$220.60 | 12 | \$492.18 | 40 | \$712.84 |
| Astoria..... | 28 | 1,585.74 | 38 | 5,392.80 | 66 | 6,978.54 |
| Baltimore..... | 217 | 7,999.38 | 234 | 30,882.48 | 451 | 47,881.86 |
| Bangor..... | 1 | 3.92 | | | 1 | 3.92 |
| Barnstable..... | 3 | 7.49 | | | 3 | 7.49 |
| Bath..... | 19 | 192.88 | | | 19 | 192.88 |
| Beaufort, S. C..... | 4 | 39.85 | 1 | 122.64 | 5 | 162.49 |
| Belfast..... | 30 | 68.33 | 4 | 185.48 | 34 | 354.81 |
| Boston..... | 308 | 6,089.94 | 342 | 83,741.70 | 710 | 89,831.64 |
| Brashear..... | 1 | 9.00 | | | 1 | 9.00 |
| Bridgeport..... | 99 | 371.20 | 6 | 255.42 | 75 | 626.68 |
| Bridgeton..... | 24 | 237.81 | 2 | 293.94 | 2 | 293.94 |
| Brunswick..... | 138 | 5,250.85 | 8 | 1,076.76 | 138 | 1,314.57 |
| Buffalo..... | 104 | 260.04 | | | 138 | 6,250.35 |
| Burlington, Vt..... | 81 | 406.41 | | | 104 | 260.04 |
| Cape Vincent..... | 4 | 6.18 | 1 | 27.90 | 81 | 406.41 |
| Castine..... | 7 | 406.70 | 15 | 2,224.98 | 5 | 34.08 |
| Cedar Keys..... | 5 | 60.65 | 99 | 13,997.64 | 22 | 2,631.68 |
| Charleston..... | 52 | 901.60 | | | 104 | 14,058.29 |
| Chicago..... | 190 | 4,015.20 | | | 52 | 901.60 |
| Cleveland..... | 316 | 1,474.64 | | | 190 | 4,015.20 |
| Detroit..... | 40 | 1,706.28 | | | 316 | 1,474.64 |
| Duluth..... | 301 | 1,044.08 | | | 40 | 1,706.28 |
| Eastport..... | 32 | 126.49 | | | 301 | 1,044.08 |
| Edgartown..... | 13 | 42.08 | | | 32 | 126.49 |
| Ellsworth..... | 45 | 712.65 | | | 13 | 42.08 |
| Erie..... | 14 | 823.70 | 5 | 559.20 | 45 | 712.65 |
| Eureka..... | 8 | 27.60 | | | 19 | 1,412.96 |
| Fall River..... | 8 | 83.12 | 20 | 2,462.40 | 8 | 27.66 |
| Fernandina..... | 68 | 2,790.23 | 143 | 30,998.70 | 28 | 2,545.52 |
| Galveston..... | 3 | 29.97 | | | 211 | 33,788.99 |
| Georgetown, S. C..... | 22 | 60.42 | 11 | 975.24 | 3 | 29.97 |
| Gloucester..... | 9 | 33.26 | | | 33 | 1,035.66 |
| Grand Haven..... | 6 | 1.24 | | | 9 | 33.26 |
| Great Falls..... | 151 | 1,920.41 | 114 | 11,332.80 | 6 | 1.24 |
| Gulfport..... | 1 | 2.26 | | | 265 | 13,253.21 |
| Hartford..... | 12 | 1,000.35 | 105 | 25,288.28 | 1 | 2.26 |
| Honolulu..... | 31 | 528.02 | 16 | 1,725.90 | 117 | 26,288.63 |
| Jacksonville..... | 147 | 2,790.42 | 29 | 274.08 | 47 | 2,253.92 |
| Juneau..... | 104 | 597.24 | 7 | 1,453.80 | 176 | 3,074.10 |
| Key West..... | 18 | 330.63 | 25 | 4,460.04 | 111 | 2,051.04 |
| Los Angeles..... | 50 | 153.95 | | | 43 | 4,790.67 |
| Machias..... | 19 | 58.26 | | | 50 | 153.95 |
| Marblehead..... | 184 | 3,017.36 | | | 19 | 58.26 |
| Marquette..... | 10 | 348.26 | | | 184 | 3,017.36 |
| Milwaukee..... | 333 | 5,547.07 | 109 | 12,450.06 | 10 | 348.26 |
| Mobile..... | 55 | 450.85 | | | 442 | 17,997.13 |
| Newark..... | 27 | 100.46 | 11 | 193.30 | 55 | 450.85 |
| New Bedford..... | 3 | 11.50 | | | 38 | 295.76 |
| Newburyport..... | 22 | 123.41 | | | 3 | 11.50 |
| New Haven..... | 1 | 6.72 | | | 22 | 123.41 |
| New London..... | 255 | 8,766.70 | 238 | 46,234.38 | 1 | 6.72 |
| New Orleans..... | 3 | 15.85 | | | 493 | 55,001.08 |
| Newport, R. I..... | 22 | 10.27 | | | 3 | 15.85 |
| Newport, Vt..... | 21 | 819.29 | 60 | 9,154.74 | 22 | 10.27 |
| Newport News..... | 1,227 | 35,940.34 | 1,600 | 385,055.40 | 81 | 9,974.03 |
| Niagara Falls..... | 58 | 750.48 | | | 2,827 | 420,995.74 |
| Norfolk..... | 32 | 1,142.16 | 51 | 7,363.62 | 58 | 750.48 |
| Ogdensburg..... | 131 | 1,221.59 | | | 83 | 8,505.78 |
| Oswego..... | 206 | 2,366.42 | | | 131 | 1,221.59 |
| Pembina..... | 18 | 25.56 | | | 206 | 2,366.42 |
| Pensacola..... | 60 | 1,925.74 | 170 | 18,218.94 | 18 | 25.56 |
| Perth Amboy..... | 29 | 1,175.26 | 18 | 1,999.08 | 60 | 1,925.74 |
| Philadelphia..... | 377 | 14,244.47 | 550 | 83,728.86 | 230 | 20,144.68 |
| Plattsburg..... | 2,074 | 5,432.79 | | | 47 | 3,174.34 |
| Plymouth..... | 2 | 5.40 | | | 927 | 97,973.33 |
| Port Arthur..... | 63 | 2,032.14 | 71 | 10,798.86 | 2,074 | 5,432.79 |
| Port Huron..... | 170 | 1,497.76 | | | 2 | 5.40 |
| Portland, Me..... | 114 | 1,570.97 | 75 | 14,517.00 | 134 | 12,831.00 |
| Portsmouth..... | 5 | 23.94 | | | 170 | 1,497.76 |
| Port Townsend..... | 812 | 10,945.18 | 122 | 22,675.14 | 189 | 10,087.97 |
| Providence..... | 13 | 93.04 | 1 | 7.02 | 5 | 23.94 |
| Richmond..... | 1 | 15.62 | 1 | 34.32 | 14 | 100.06 |
| Rochester..... | 25 | 299.31 | | | 2 | 49.94 |
| Salem..... | 70 | 277.69 | | | 25 | 299.31 |
| San Diego..... | 82 | 2,978.05 | 2 | 241.08 | 70 | 277.69 |
| | | | | | 84 | 3,219.13 |

2. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1910, BY PORTS—Continued.

| Port. | Minimum rate per ton. | | Six cents per ton. | | Total. | |
|-----------------------|-----------------------|------------|--------------------|-------------|---------|--------------|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| Sandusky..... | 71 | \$216.68 | ..... | ..... | 71 | \$216.68 |
| San Francisco..... | 109 | 0,014.89 | 170 | \$24,620.22 | 269 | 30,635.11 |
| San Juan..... | 237 | 4,179.02 | 77 | 10,440.24 | 314 | 14,619.86 |
| Savannah..... | 8 | 243.56 | 110 | 16,377.72 | 118 | 16,621.28 |
| St. Marys..... | 1 | 16.50 | ..... | ..... | 1 | 16.50 |
| Stonington..... | 6 | 23.91 | ..... | ..... | 6 | 23.91 |
| Tampa..... | 103 | 1,709.09 | 88 | 12,602.82 | 191 | 14,331.91 |
| Toledo..... | 39 | 284.12 | ..... | ..... | 39 | 284.12 |
| Waldoboro..... | 53 | 215.78 | ..... | ..... | 53 | 215.78 |
| Washington, D. C..... | 3 | 40.96 | 1 | 168.12 | 4 | 209.08 |
| Wilmington, Del..... | 2 | 70.65 | 12 | 2,237.40 | 14 | 2,308.05 |
| Wilmington, N. C..... | 6 | 52.32 | 37 | 4,341.12 | 43 | 4,393.44 |
| Wiscasset..... | 27 | 106.53 | ..... | ..... | 27 | 106.53 |
| Total..... | 9,967 | 100,957.57 | 4,801 | 910,846.40 | 14,768 | 1,071,804.03 |
| OTHER RATES. | | | | | | |
| Barnstable..... | ..... | ..... | ..... | ..... | 1 | 283.02 |
| Cape Vincent..... | ..... | ..... | ..... | ..... | 1 | 37.00 |
| Detroit..... | ..... | ..... | ..... | ..... | 11 | 4,831.74 |
| Duluth..... | ..... | ..... | ..... | ..... | 5 | 368.00 |
| Ellsworth..... | ..... | ..... | ..... | ..... | 1 | 67.81 |
| Jacksonville..... | ..... | ..... | ..... | ..... | 1 | 72.00 |
| New Orleans..... | ..... | ..... | ..... | ..... | 1 | 268.32 |
| Newport, R. I..... | ..... | ..... | ..... | ..... | 1 | 54.59 |
| New York..... | ..... | ..... | ..... | ..... | 7 | 1,613.06 |
| San Francisco..... | ..... | ..... | ..... | ..... | 1 | 2,132.10 |
| Total..... | ..... | ..... | ..... | ..... | 30 | 9,722.67 |
| Grand total..... | ..... | ..... | ..... | ..... | 14,798 | 1,081,526.70 |

^a The tonnage tax actually covered into the Treasury during the fiscal year ended June 30, 1910, amounted to \$1,081,750.13.

3. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1910, BY NATIONALITY OF VESSELS.

MINIMUM RATE PER TON.

| Nationality. | Sailing vessels. | | Steam vessels. | | Total. | |
|------------------|------------------|-------------|----------------|-------------|---------|-------------|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| American..... | 3,241 | \$15,971.86 | 1,647 | \$37,742.71 | 4,888 | \$53,714.57 |
| British..... | 1,881 | 10,485.62 | 1,797 | 52,245.08 | 3,678 | 62,730.70 |
| German..... | 4 | 160.65 | 154 | 9,233.76 | 158 | 9,394.41 |
| Italian..... | 11 | 262.56 | 7 | 359.34 | 18 | 621.90 |
| Norwegian..... | 33 | 652.22 | 781 | 22,830.96 | 814 | 23,483.18 |
| French..... | 1 | 23.22 | 16 | 581.18 | 17 | 604.40 |
| Dutch..... | 17 | 31.07 | 16 | 642.84 | 33 | 673.91 |
| Danish..... | 10 | 24.41 | 49 | 2,750.78 | 59 | 2,775.19 |
| Spanish..... | 7 | 42.98 | 48 | 3,109.97 | 55 | 3,152.95 |
| Austrian..... | ..... | ..... | 2 | 96.64 | 2 | 96.64 |
| Russian..... | 4 | 20.84 | ..... | ..... | 4 | 20.84 |
| Swedish..... | 1 | 9.00 | 12 | 390.07 | 13 | 408.07 |
| Cuban..... | 2 | 10.48 | 55 | 1,052.04 | 57 | 1,062.52 |
| Uruguayan..... | 10 | 170.39 | 3 | 160.16 | 13 | 330.55 |
| Mexican..... | ..... | ..... | 53 | 672.93 | 53 | 672.93 |
| Portuguese..... | 2 | 24.06 | ..... | ..... | 2 | 24.06 |
| Honduranian..... | 4 | 4.80 | 4 | 82.88 | 8 | 87.68 |
| Dominican..... | 32 | 63.25 | ..... | ..... | 32 | 63.25 |
| Venezuelan..... | 26 | 55.13 | ..... | ..... | 26 | 55.13 |
| Panamanian..... | 2 | 4.15 | 5 | 49.94 | 7 | 54.09 |
| Total..... | 5,288 | 28,016.69 | 4,679 | 132,940.88 | 9,967 | 100,957.57 |

3. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1910, BY NATIONALITY OF VESSELS—Continued.

SIX CENTS PER TON.

| Nationality | Sailing vessels. | | Steam vessels. | | Total. | |
|-----------------|------------------|------------|----------------|-------------|----------|-------------|
| | Num-ber. | Amount. | Num-ber. | Amount. | Num-ber. | Amount. |
| American..... | 73 | \$3,522.96 | 85 | \$20,574.48 | 158 | \$24,097.44 |
| British..... | 87 | 9,199.20 | 2,660 | 512,549.06 | 2,747 | 521,748.26 |
| German..... | 25 | 2,569.74 | 560 | 143,822.10 | 585 | 146,391.84 |
| Italian..... | 62 | 4,298.50 | 192 | 38,005.26 | 254 | 42,003.76 |
| Norwegian..... | 105 | 6,830.42 | 88 | 11,332.80 | 193 | 18,163.22 |
| French..... | 71 | 8,758.66 | 150 | 29,184.24 | 221 | 37,943.40 |
| Dutch..... | 2 | 208.08 | 159 | 34,026.36 | 161 | 34,834.44 |
| Danish..... | 1 | 19.44 | 86 | 15,329.40 | 87 | 15,348.84 |
| Spanish..... | 7 | 136.20 | 97 | 14,428.26 | 104 | 14,564.46 |
| Belgian..... | | | 46 | 14,086.80 | 46 | 11,086.80 |
| Austrian..... | | | 73 | 13,672.86 | 73 | 13,672.86 |
| Japanese..... | | | 55 | 13,739.82 | 55 | 13,739.82 |
| Russian..... | 15 | 948.36 | 21 | 3,880.14 | 36 | 4,828.50 |
| Grecian..... | | | 14 | 3,066.30 | 14 | 3,066.30 |
| Swedish..... | 3 | 98.22 | 18 | 1,809.66 | 21 | 1,907.88 |
| Uruguayan..... | 1 | 59.28 | 6 | 802.92 | 7 | 862.20 |
| Brazilian..... | | | 12 | 1,182.54 | 12 | 1,182.54 |
| Portuguese..... | 16 | 595.62 | 2 | 44.28 | 18 | 639.90 |
| Chilean..... | 4 | 422.70 | | | 4 | 422.70 |
| Argentine..... | 3 | 280.38 | | | 3 | 280.38 |
| Peruvian..... | 2 | 161.22 | | | 2 | 161.22 |
| Total..... | 477 | 38,109.18 | 4,324 | 872,737.28 | 4,801 | 910,846.46 |

TOTAL TONNAGE TAX COLLECTED.

| | | | | | | |
|-------------------|-------|-------------|-------|--------------|--------|--------------|
| American..... | 3,314 | \$19,494.82 | 1,732 | \$58,317.19 | 5,046 | \$77,812.01 |
| British..... | 1,968 | 19,684.82 | 4,457 | 564,794.14 | 6,425 | 584,478.96 |
| German..... | 29 | 2,730.39 | 741 | 153,055.86 | 773 | 155,786.25 |
| Italian..... | 73 | 4,561.06 | 199 | 38,991.00 | 272 | 43,555.06 |
| Norwegian..... | 138 | 7,482.64 | 869 | 34,163.76 | 1,007 | 41,646.40 |
| French..... | 72 | 8,782.08 | 166 | 29,765.42 | 238 | 38,547.50 |
| Dutch..... | 19 | 239.15 | 175 | 35,269.20 | 194 | 35,508.35 |
| Danish..... | 11 | 43.85 | 135 | 18,080.18 | 146 | 18,124.03 |
| Spanish..... | 14 | 179.18 | 145 | 17,538.23 | 159 | 17,717.41 |
| Belgian..... | | | 40 | 14,086.80 | 40 | 14,086.80 |
| Austrian..... | | | 75 | 13,769.50 | 75 | 13,769.50 |
| Japanese..... | | | 55 | 13,739.82 | 55 | 13,739.82 |
| Russian..... | 19 | 969.20 | 21 | 3,880.14 | 40 | 4,840.34 |
| Grecian..... | | | 14 | 3,066.30 | 14 | 3,066.30 |
| Swedish..... | 4 | 107.22 | 30 | 2,208.73 | 34 | 2,315.95 |
| Cuban..... | 2 | 10.48 | 55 | 1,952.64 | 57 | 1,063.12 |
| Uruguayan..... | 11 | 229.67 | 9 | 963.08 | 20 | 1,192.75 |
| Brazilian..... | | | 12 | 1,182.54 | 12 | 1,182.54 |
| Mexican..... | | | 53 | 672.93 | 53 | 672.93 |
| Portuguese..... | 18 | 619.68 | 2 | 44.28 | 20 | 663.96 |
| Chilean..... | 4 | 422.70 | | | 4 | 422.70 |
| Argentine..... | 3 | 280.38 | | | 3 | 280.38 |
| Peruvian..... | 2 | 161.22 | | | 2 | 161.22 |
| Honduranian..... | 4 | 4.80 | 4 | 82.88 | 8 | 87.68 |
| Dominican..... | 32 | 63.25 | | | 32 | 63.25 |
| Venezuelan..... | 26 | 55.13 | | | 26 | 55.13 |
| Panamanian..... | 2 | 4.15 | 5 | 49.94 | 7 | 54.09 |
| Total..... | 5,765 | 66,125.87 | 9,003 | 1,005,678.16 | 14,768 | 1,071,804.03 |
| Other rates..... | 18 | 7,363.84 | 12 | 2,358.83 | 30 | 9,722.67 |
| Grand totals..... | 5,783 | 73,489.71 | 9,015 | 1,008,036.99 | 14,798 | 1,081,526.70 |

^a The tonnage tax actually covered into the Treasury during the fiscal year ended June 30, 1910, amounted to \$1,081,750.13, excluding the Philippine tonnage tax of \$343.20.

APPENDIX E.

STEEL SHIPBUILDING OF THE UNITED STATES.

1. CONSTRUCTION OF STEEL STEAM VESSELS IN THE UNITED STATES.

The progress of the building of steel steam vessels in the United States during the last ten years and the present condition of the industry is set forth in the following statements. The following table shows the gross tonnage of steel steam vessels built in the United States during each fiscal year for the past ten years, with the places of build classified by coasts. The total construction of these vessels for the ten years ended June 30, 1910, was 2,562,926 gross tons, of which 1,692,536 gross tons were built on the Great Lakes, 792,117 gross tons on the Atlantic seaboard, 70,938 gross tons on the Pacific coast, and 7,335 gross tons on western rivers. Cleveland, Ohio, with 629,284 gross tons, has been the largest center for this industry.

Tonnage of steel steam vessels built during the past ten years.

[These returns include also iron vessels up to the fiscal year begun July 1, 1902. Since that date no iron vessels have been built in the United States.]

| Port. | 1901. | 1902. | 1903. | 1904. | 1905. | 1906. | 1907. | 1908. | 1909. | 1910. | Total. |
|--------------------------|---------|---------|---------|---------|--------|---------|---------|---------|--------|---------|-----------|
| <i>Atlantic.</i> | | | | | | | | | | | |
| Baltimore, Md..... | 9,987 | 10,997 | 8,955 | 9,156 | 1,006 | 10,285 | 3,681 | 4,254 | 549 | 27,770 | 95,640 |
| Bath, Me..... | 594 | ..... | ..... | ..... | ..... | ..... | 2,153 | ..... | 3,409 | ..... | 6,216 |
| Boston, Mass..... | ..... | ..... | ..... | ..... | 7,091 | 1,157 | 10,608 | 25,731 | 207 | 4,079 | 49,893 |
| Bridgeport, Conn..... | ..... | ..... | 47 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 47 |
| Georgetown, S. C..... | ..... | ..... | ..... | ..... | ..... | 135 | ..... | ..... | ..... | ..... | 135 |
| Jacksonville, Fla..... | ..... | ..... | 194 | ..... | 281 | ..... | 828 | ..... | ..... | ..... | 1,308 |
| Newark, N. J..... | 788 | 662 | 361 | 1,225 | ..... | ..... | ..... | 717 | ..... | ..... | 3,753 |
| New London, Conn..... | ..... | ..... | ..... | ..... | 41,432 | ..... | ..... | ..... | ..... | ..... | 41,432 |
| New Orleans, La..... | ..... | 399 | ..... | 58 | 19 | ..... | ..... | ..... | 46 | ..... | 522 |
| Newport News, Va..... | 4,005 | 25,119 | 17,594 | ..... | 5,846 | 2,190 | 11,199 | 16,753 | 7,187 | 34,901 | 125,403 |
| New York, N. Y..... | 6,939 | 1,976 | 3,522 | 2,593 | 1,097 | 4,558 | 5,803 | 2,413 | 4,294 | 4,207 | 37,402 |
| Philadelphia, Pa..... | 59,402 | 33,300 | 70,983 | 46,315 | 18,653 | 17,074 | 53,625 | 38,086 | 6,811 | 9,192 | 354,301 |
| Richmond, Va..... | 24 | 1,710 | 223 | 440 | 4,188 | ..... | ..... | ..... | ..... | ..... | 6,501 |
| Savannah, Ga..... | ..... | ..... | ..... | ..... | ..... | 512 | ..... | ..... | ..... | ..... | 512 |
| San Juan, P. R..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 92 | 92 |
| Wilmington, Del..... | 3,157 | 14,756 | 5,404 | 6,650 | 4,381 | 6,345 | 8,399 | 7,182 | 7,093 | 4,780 | 68,777 |
| Wilmington, N. C..... | ..... | ..... | ..... | ..... | ..... | 98 | ..... | ..... | ..... | ..... | 98 |
| Total..... | 85,556 | 97,019 | 107,283 | 66,473 | 84,894 | 42,303 | 96,256 | 96,036 | 30,316 | 85,021 | 792,117* |
| <i>Pacific.</i> | | | | | | | | | | | |
| Portland, Oreg..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 499 | 214 | 713 |
| Port Townsend, Wash..... | 277 | ..... | 264 | ..... | 84 | ..... | ..... | 5,450 | 3,851 | ..... | 9,926 |
| San Francisco, Cal..... | 9,040 | 10,707 | 10,428 | 1,866 | ..... | 347 | 8,579 | 16,381 | ..... | 2,951 | 60,299 |
| Total..... | 9,317 | 10,707 | 10,692 | 1,866 | 84 | 347 | 8,579 | 21,831 | 4,350 | 3,165 | 70,938 |
| <i>Great Lakes.</i> | | | | | | | | | | | |
| Buffalo, N. Y..... | 10,417 | 7,565 | 3,384 | 1,970 | 332 | 720 | 1,613 | 8,147 | 633 | 1,941 | 36,731 |
| Chicago, Ill..... | 23,706 | 27,727 | 14,700 | 18,028 | 6,331 | 13,524 | 29,011 | 20,496 | ..... | ..... | 153,583 |
| Cleveland, Ohio..... | 55,261 | 61,585 | 45,082 | 66,337 | 39,117 | 75,361 | 59,205 | 108,213 | 39,021 | 79,442 | 629,284 |
| Detroit, Mich..... | 22,090 | 21,115 | 10,800 | 23,593 | 20,777 | 87,570 | 57,001 | 112,655 | 35,106 | 37,275 | 428,882 |
| Grand Haven, Mich..... | 138 | 44 | 110 | ..... | 57 | 496 | 678 | 33 | 147 | 823 | 2,530 |
| Marquette, Mich..... | 6,124 | 16,002 | 11,070 | 16,723 | ..... | 19,720 | 21,444 | 21,088 | ..... | ..... | 112,180 |
| Milwaukee, Wis..... | ..... | ..... | ..... | ..... | 46 | 569 | ..... | 442 | 2,951 | 8,549 | 12,557 |
| Port Huron, Mich..... | 15,636 | 21,133 | 21,845 | 17,980 | 12,544 | 40,430 | 41,740 | 40,746 | 3,861 | 9,926 | 225,841 |
| Shelburne, Vt..... | ..... | ..... | ..... | 1,195 | ..... | ..... | 892 | ..... | ..... | ..... | 2,087 |
| Toledo, Ohio..... | 7,292 | 6,759 | 11,642 | 8,133 | 5,861 | 7,635 | 14,478 | 12,383 | 6,351 | 8,72 | 89,161 |
| Total..... | 140,602 | 161,930 | 119,208 | 153,968 | 85,065 | 246,025 | 226,722 | 324,203 | 88,070 | 146,683 | 1,692,536 |

Tonnage of steel steam vessels built during the past ten years—Continued.

| Port. | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | Total. |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| <i>Western rivers</i> | | | | | | | | | | | |
| Chattanooga, Tenn. | | | | | | 38 | | | | | 38 |
| Dubuque, Iowa | | | 2,588 | | 62 | | 1,103 | | | 80 | 3,842 |
| Evansville, Ind. | | | | | | | | | 49 | | 49 |
| Louisville, Ky. | | | 240 | | 199 | 103 | | | | | 632 |
| Memphis, Tenn. | 31 | | 8 | | | | | | | 30 | 69 |
| Pittsburg, Pa. | | 142 | | | | 151 | 643 | | 350 | | 1,286 |
| Rock Island, Ill. | | 8 | | | | | | | | | 8 |
| St. Louis, Mo. | 562 | | 88 | | | | | 555 | 7 | | 1,212 |
| St. Paul, Minn. | 21 | | | | | | | | | | 21 |
| Wheeling, W. Va. | | 33 | | | | 7 | 168 | | | | 208 |
| Total..... | 614 | 183 | 2,924 | | 261 | 359 | 1,914 | 555 | 406 | 119 | 7,335 |
| Grand total..... | 236, 149 | 270, 739 | 240, 107 | 222, 307 | 170, 304 | 289, 094 | 333, 471 | 442, 026 | 123, 142 | 234, 988 | 2, 562, 926 |

2. STEEL VESSELS BUILDING OR CONTRACTED FOR ON JULY 1, 1910.

To ascertain the condition of the industry of steel-ship building for the current fiscal year, near the end of the last fiscal year a circular letter was sent to builders of steel vessels requesting each to furnish a statement of the merchant steel vessels building or under contract at his establishment on July 1, 1910, showing:

1. Name of vessel (or builder's number where name has not yet been selected).
2. Gross tonnage (register), approximately.
3. Speed required by contract, or approximate.
4. Owner for whom vessel is building.
5. Trade in which vessel is to engage (passenger, freight, foreign, coasting, ferry, or other description).
6. Probable date of launch.

Each builder was also requested to furnish information of the following matters:

1. The normal number of men employed in shipbuilding in his establishment on July 1 (excluding from consideration any temporary cause which may make the number less or greater than usual).
2. The annual capacity of his establishment for the construction of merchant vessels (number and gross tonnage of such vessels which could be launched during a year, working at full capacity), if such a statement is practicable.
3. Approximate capital invested, if disposed to state it.

The Navy Department has furnished a statement of naval vessels (tonnage is displacement) under construction in private shipyards, and a similar statement has been furnished by the War Department, the Bureau of Light-Houses, and the Isthmian Canal Commission.

A. Merchant and government construction.

NEW YORK SHIPBUILDING COMPANY, CAMDEN, N. J.

| Builder's number. | Gross tonnage. | Speed. | Owner. | Trade. | Probable date of launch. |
|-------------------|----------------|---------------|--|----------------|--------------------------|
| | | <i>Knots.</i> | | | |
| No. 105..... | 800 | | Pennsylvania R. R. Co. | Ferry..... | Aug., 1910. |
| No. 106..... | 800 | | do. | do. | Sept., 1910. |
| No. 107..... | 500 | | New York Engineer Co. | Dredge..... | July, 1910. |
| No. 108..... | 3,500 | 14 | Merchant and Miners Transportation Co. | Coastwise..... | Jan., 1911. |
| No. 109..... | 3,500 | 14 | do. | do. | Feb., 1911. |

WAR VESSELS.

| Name of vessel. | Displacement. | Speed. | Type. | Contract price. | Contract date of completion. |
|------------------------|---------------|---------------|-----------------------------|-----------------|------------------------------|
| | <i>Tons.</i> | <i>Knots.</i> | | | |
| Utah..... | 21,825 | 20½ | Battle ship..... | \$3,940,000 | July, 1911. |
| Arkansas..... | 26,000 | 20½ | do. | 4,875,000 | May, 1912. |
| Unnamed for Argentina. | 28,000 | | do. | | |
| McCall..... | 742 | 29½ | Torpedo-boat destroyer..... | 665,000 | Oct., 1910. |
| Burrows..... | 742 | 29½ | do. | 665,000 | Do. |
| Ammen..... | 742 | 29½ | do. | 648,000 | Apr., 1911. |

A. Merchant and government construction--Continued.

FORE RIVER SHIPBUILDING COMPANY, QUINCY, MASS.

| Name of vessel or builder's number. | Gross tonnage. | Speed. | Owner. | Trade. | Probable date of launch. |
|-------------------------------------|----------------|---------------|---|------------------|--------------------------|
| | | <i>Knots.</i> | | | |
| Currier..... | 4,500 | 10 | Cuba Distilling Co..... | Freight..... | Sept., 1910. |
| Foam..... | 250 | 10½ | Bay State Fishing Co..... | Fishing trawler. | Do. |
| Hull 192..... | 800 | 13 | New Bedford-Martha Vineyard Steamboat Co. | Passenger.. | Jan., 1911. |

WAR VESSELS

| Name of vessel. | Displacement | Speed. | Type. | Contract price | Contract date of completion. |
|-------------------------|--------------|---------------|-----------------------------|----------------|------------------------------|
| | <i>Tons</i> | <i>Knots.</i> | | | |
| Perkins..... | 742 | 29½ | Torpedo-boat destroyer.... | \$610,000 | Sept., 1910. |
| Sterett..... | 742 | 29½ | do..... | 610,000 | Oct., 1910. |
| Walke..... | 742 | 29½ | do..... | 644,000 | June, 1911. |
| Salmon <i>a</i> | | | Submarine torpedo boat..... | | Dec., 1909. |
| Skipjack <i>a</i> | | | do..... | | Aug., 1911. |
| Sturgeon <i>a</i> | | | do..... | | Do. |
| No. 187 <i>b</i> | 30,200 | 22½ | Battle ship..... | | Apr., 1911. |

WILLIAM CRAMP & SONS SHIP AND ENGINE BUILDING COMPANY, PHILADELPHIA, PA.

| Name of vessel or builder's number. | Gross tonnage. | Speed. | Owner. | Trade. | Probable date of launch. |
|-------------------------------------|----------------|--------------|--------------------------|----------------|--------------------------|
| | | <i>Knots</i> | | | |
| No. 367..... | | | New York Dock Co..... | Car float..... | July, 1910. |
| No. 368..... | | | do..... | do..... | Do. |
| Brooklyn..... | | | do..... | Tug..... | Sept., 1910. |
| No. 370..... | | | Pennsylvania R R Co..... | Car float..... | July, 1910. |
| No. 371..... | | | do..... | do..... | Aug., 1910. |
| No. 372..... | | | do..... | do..... | Do. |
| No. 373..... | | | do..... | do..... | Do. |
| No. 374..... | | | do..... | do..... | Nov., 1910. |
| No. 375..... | | | do..... | do..... | Do. |

WAR VESSELS.

| Name of vessel. | Displacement. | Speed. | Type. | Contract price. | Contract date of completion. |
|-------------------------|---------------|---------------|-----------------------------|-----------------|------------------------------|
| | <i>Tons.</i> | <i>Knots.</i> | | | |
| Wyoming..... | 26,000 | 20½ | Battle ship..... | \$4,450,000 | June, 1912. |
| Warrington..... | 742 | 30 | Torpedo-boat destroyer.... | 664,000 | Oct., 1910. |
| Mayrant..... | 742 | 30 | do..... | 644,000 | Do. |
| Patterson..... | 742 | 29½ | do..... | 637,000 | June, 1911. |
| Thrasher <i>a</i> | | | Submarine torpedo boat..... | | Oct., 1911. |
| Cyclops..... | 19,360 | 14 | Collier..... | 822,500 | Oct., 1910. |

a Data confidential.*b* For Argentina.

A Merchant and government construction—(continued).

NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY, NEWPORT NEWS, VA.

| Name of vessel or builder's number | Gross tonnage | Speed. | Owner. | Trade. | Probable date of launch. |
|---------------------------------------|------------------|---------------|-------------------------|---------------------------|-----------------------------|
| | | <i>Knots.</i> | | | |
| El Sol..... | 5,760 | 15½ | Southern Pacific Co. | Freight.... | May, 1910. |
| El Mundo..... | 5,760 | 15½ | do..... | do..... | June, 1910. |
| El Oriente..... | 5,760 | 15½ | do..... | do..... | Aug., 1910 |
| El Occidente..... | 5,760 | 15½ | do..... | do..... | Do. |
| Ituth..... | 3,150 | 9 | A H Bull & Co..... | do..... | June, 1910. |
| Madison..... | 3,800 | 15½ | Old Dominion S. S. Co.. | Passenger and freight. | Sept., 1910. |
| Hull 141..... | 5,200 | 11 | Associated Oil Co..... | Bulk oil. | |

WAR VESSELS.

| Name of vessel or builder's number. | Displace- ment. | Speed. | Type | Contract price. | Contract date of completion. |
|--|--------------------|---------------|---------------------------|-----------------|---------------------------------|
| | <i>Tons</i> | <i>Knots.</i> | | | |
| Roe..... | 742 | 20½ | Torpedo-boat destroyer... | \$620,000 | Oct., 1910. |
| Terry..... | 742 | 20½ | do..... | 620,000 | Do. |
| Monaghan..... | 742 | 20½ | do..... | 629,000 | June, 1911. |
| Tuna ^a..... | ..... | ..... | Submarine torpedo boat... | ..... | Aug., 1911. |
| Seale..... | ..... | ..... | do..... | ..... | May, 1910. |

ISTHMIAN CANAL COMMISSION

| | | | | | |
|---------------|-------|-------|------------|-------|-------|
| Hull 137..... | ..... | ..... | Barge..... | ..... | ..... |
| Hull 138..... | ..... | ..... | do..... | ..... | ..... |
| Hull 139..... | ..... | ..... | do..... | ..... | ..... |
| Hull 140..... | ..... | ..... | do..... | ..... | ..... |

MARYLAND STEEL COMPANY, SPARROW POINT, MD

| Name of vessel or builder's number. | Gross tonnage. | Speed. | Owner. | Trade. | Probable date of launch. |
|--|-------------------|---------------|---------------------------|---------------------------|-----------------------------|
| | | <i>Knots.</i> | | | |
| Georgian..... | 6,606 | 11 | American-Hawaiian S S Co. | Freight.... | June, 1910. |
| Horobulan..... | 6,606 | 11 | do..... | do..... | Aug., 1910. |
| No. 109..... | 2,200 | 16 | Chesapeake S. S. Co..... | Passenger and freight. | Nov., 1910. |
| No. 110..... | 2,200 | 16 | do..... | do..... | Dec., 1910. |
| No. 111..... | 250 | ..... | Ellicott Machine Co..... | Dredge.... | Nov., 1910. |

WAR VESSELS.

| Builder's number. | Displace- ment. | Speed. | Type | Contract price. | Contract date of completion. |
|-------------------|--------------------|--------------|--------------|-----------------|---------------------------------|
| | <i>Tons</i> | <i>Knots</i> | | | |
| No. 8..... | 19,375 | 14 | Collier..... | \$889,000 | May, 1911. |

^a Data confidential

A. Merchant and government construction—Continued.

PUSEY & JONES COMPANY, WILMINGTON, DEL.

| Name of vessel. | Gross tonnage. | Speed. | Owner. | Trade. | Probable date of launch. |
|----------------------|----------------|---------------|----------------------------|-------------|--------------------------|
| | | <i>Knots.</i> | | | |
| Alacety..... | 102 | 17 | Wm. A. Bradford..... | Yacht..... | Launched. |
| Joyeuse..... | 87 | 10 | Henry W. Savage..... | do..... | Do. |
| P. R. R. No. 35..... | 300 | 10 | Pennsylvania R. R. Co..... | Towing..... | Oct., 1910. |

ISTHMIAN CANAL COMMISSION.

| Name of vessel. | Displacement. | Speed. | Type. | Contract price. | Probable date of completion. |
|-----------------|---------------|---------------|----------|-----------------|------------------------------|
| | <i>Tons.</i> | <i>Knots.</i> | | | |
| Miraflores..... | 355 | 10 | Tug..... | \$85,734 | Aug., 1910. |

TITE MORAN COMPANY, SEATTLE, WASH.

| Name of vessel. | Gross tonnage. | Speed. | Owner. | Trade. | Probable date of launch. |
|-----------------|----------------|---------------|-----------------------|------------------------|--------------------------|
| | | <i>Knots.</i> | | | |
| Latouche..... | 1,838 | ..... | Alaska S. S. Co..... | Freight and passenger. | Aug., 1910. |
| Kulshan..... | 880 | 13 | Straits S. S. Co..... | Passenger..... | July, 1910. |

WAR VESSELS.

| Name of vessel. | Displacement. | Speed. | Type. | Contract price. | Probable date of completion. |
|----------------------------|---------------|---------------|-----------------------------|-----------------|------------------------------|
| | <i>Tons</i> | <i>Knots.</i> | | | |
| Pickrel ^a..... | ..... | ..... | Submarine torpedo boat..... | ..... | Aug., 1911 |
| Skato ^a..... | ..... | ..... | do..... | ..... | Do. |

UNION IRON WORKS, SAN FRANCISCO, CAL.

| Name of vessel. | Gross tonnage. | Speed. | Owner. | Trade. | Probable date of launch. |
|-----------------|----------------|---------------|---|------------|--------------------------|
| | | <i>Knots.</i> | | | |
| San Pedro..... | 1,800 | 14½ | Atchison, Topeka and Santa Fe R. R. Co. | Ferry..... | Dec., 1910. |

WAR VESSELS.

| Name of vessel. | Displacement. | Speed. | Type. | Contract price. | Probable date of completion. |
|------------------------------|---------------|---------------|-----------------------------|-----------------|------------------------------|
| | <i>Tons.</i> | <i>Knots.</i> | | | |
| Carp ^a..... | ..... | ..... | Submarine torpedo boat..... | ..... | June, 1911. |
| Barracuda ^a..... | ..... | ..... | do..... | ..... | Do. |

^a Data confidential.

A. Merchant and government construction—Continued.

AMERICAN BRIDGE COMPANY, PITTSBURG, PA.

| Builder's number. | Gross tonnage. | Speed. | Owner. | Trade. | Probable date of launch. |
|-------------------|----------------|---------------|---------------------------------|--------------|--------------------------|
| No. B 6200..... | 5,500 | <i>Knots.</i> | American Steel and Wire Co. | 10 barges... | (a) |
| No. C 6432..... | 100 | ..... | Rogers Sund Co. | Barge... | |
| No. C 8387..... | 10 | ..... | U. S. Steel Products Export Co. |do..... | |

ENGINEER DEPARTMENT, U. S. ARMY.

| Builder's number. | Displacement | Speed. | Type. | Contract price. | Contract date of completion. |
|-------------------|---------------------|------------------------|---------------|-----------------|------------------------------|
| No B 6003..... | <i>Tons.</i> 440 | <i>Knots.</i> | 4 barges..... | \$37,000 | July, 1910. |

B. Merchant construction only.

T. S. MARVEL SHIPBUILDING COMPANY, NEWBURGH, N. Y.

| Name of vessel or builder's number. | Gross tonnage | Speed. | Owner. | Trade. | Probable date of launch. |
|-------------------------------------|---------------|---------------------|---|----------------|--------------------------|
| Dutchess..... | 500 | <i>Knots.</i> 12 | Newburgh and Fishkill Ferry Co. | Ferry..... | Launched. |
| Utica..... | 1,400 | 12 | New York Central and Hudson River R. R. Co. |do..... | Do. |
| Horicon..... | 1,000 | 17 | Delaware and Hudson R. R. Co. | Passenger..... | Sept., 1910. |
| Clermont..... | 1,450 | 17 | Catskill Steamboat Co..... |do..... | Nov., 1910. |

BUFFALO DRY DOCK COMPANY, BUFFALO, N. Y.

| | | | | | |
|-----------------|-------|-------|----------------------------|-------------|-------------|
| West Shore..... | | | Pickands, Mather & Co..... | Towing..... | June, 1910. |
|-----------------|-------|-------|----------------------------|-------------|-------------|

JOHN H. DIALOGUE & SON, CAMDEN, N. J.

| | | | | | |
|--------------|-----|----|---|--------------|-------------|
| No. 433..... | 230 | 12 | New York Central and Hudson River R. R. Co. | Towing..... | July, 1910. |
| No. 435..... | 120 | 10 | Hainesport Mining Co..... |do..... | Aug., 1910. |

BURLEE DRY DOCK COMPANY, PORT RICHMOND, N. Y.

| | | | | | |
|-----------------------|-----|-------|----------------------------|-----------------|---------------------------------|
| Hull 490..... | 256 | 14 | Stock..... | Tug..... | Launched. Do. July, 1910. |
| P. R. R., No. 11..... | 230 | 12 | Pennsylvania R. R. Co..... |do..... | |
| P. R. R., No. 34..... | 230 | 12 |do..... |do..... | |
| Hull 525..... | 40 | 10 | Standard Oil Co..... | Oil launch..... | Do |
| Hull 527..... | 350 | ..... | .....do..... | Oil barge..... | Do |
| Hull 528..... | 350 | ..... | .....do..... |do..... | Aug., 1910. |
| Hull 529..... | 350 | ..... | .....do..... |do..... | Sept., 1910. |
| Hull 530..... | 312 | 14 | Lehigh R. R. Co..... | Tug..... | Tug. Ferry..... |
| Hull 532..... | 765 | 15 | Pennsylvania R. R. Co..... |do..... | |

a To be shipped in knocked-down shape.

B. Merchant construction only—Continued.

AMERICAN SHIPBUILDING COMPANY, CLEVELAND, OHIO.

| Name of vessel or builder's number | Gross tonnage. | Speed. | Owner. | Trade. | Probable date of launch. |
|---------------------------------------|-------------------|---------------------|---|------------|-----------------------------|
| E. C. Dempsey..... | 103 | <i>Knots.</i> 11 | Kelley Island Liner and Transport Co | Tug..... | July, 1910. |
| No. 460..... | 2,514 | 11 | Marquette and Bessemer Dock and Navigation Co. | Ferry..... | Sept., 1911. |

AMERICAN SHIPBUILDING COMPANY, LORAIN, OHIO.

| | | | | | |
|------------------|-------|----|------------------------------------|---------------|-------------|
| Cincinnati..... | 47 | 8½ | Booth Fisheries Co..... | Fish tug..... | Launched. |
| Louisville..... | 47 | 8½ | do..... | do..... | Do |
| Nashville..... | 47 | 8½ | do..... | do..... | Do |
| Chattanooga..... | 47 | 8½ | do..... | do..... | Do |
| Torrent..... | 275 | 12 | Duluth and Iron Range R. R. Co. | Fire tug... | Do. |
| Moreland..... | 7,521 | 11 | Interstate S. S. Co..... | Freight..... | July, 1910. |

DUBUQUE BOAT AND BOILER WORKS, DUBUQUE, IOWA.

| | | | | | |
|-------------|-------|----|--------------------|------------|-------------|
| Frisco..... | 1,104 | 15 | Frisco System..... | Ferry..... | July, 1910. |
|-------------|-------|----|--------------------|------------|-------------|

JOHNSON BROTHERS, FERRYSBURG, MICH.

| | | | | | |
|-------------|----|----|------------------------------------|--------------|--------------|
| No. 45..... | 48 | 12 | Schneidewind & Son..... | Fishing..... | Sept., 1910. |
| No. 46..... | 98 | 12 | Great Lakes Dredge and Dock Co. | Towing..... | Oct., 1910. |

TOLEDO SHIPBUILDING COMPANY, TOLEDO, OHIO.

| | | | | | |
|----------------------|-------|----|--|----------------|-------------|
| Ste. Claire..... | 870 | 13 | Detroit, Belle Isle and Windsor Ferry Co. | Passenger..... | Launched. |
| Erwin S. Fisher..... | 1,184 | 10 | Argo S. S. Co..... | Lumber..... | Do |
| No. 118..... | | 11 | Ann Arbor R. R. Co..... | Ferry..... | Nov., 1910. |

HARLAN & HOLLINGSWORTH CORPORATION, WILMINGTON, DEL.

| | | | | | |
|----------------|-------|-----|---|---------------------------|--------------|
| Paulus..... | 122 | | Delaware River Lightering Co. | Oil barge..... | Aug., 1910. |
| No. 1..... | 745 | | Lehigh Valley R. R. Co..... | Car float..... | Do |
| No. 2..... | 745 | | do..... | do..... | Sept., 1910. |
| Newburgh..... | 1,870 | 15½ | Central Hudson Steamboat Co. | Passenger and freight. | Nov., 1910. |
| Northland..... | 2,050 | 15½ | Washington and Norfolk Steamboat Co. | do..... | Oct., 1910. |

BENJAMIN L COWLES, BUFFALO, N. Y.

| | | | | | |
|------------|-----|----|-------------------------|-----------|-------------|
| No. 3..... | 487 | 7 | Benjamin L. Cowles..... | Sand..... | Aug., 1910. |
| No. 9..... | 67 | 10 | do..... | Tug..... | Nov., 1910. |

MANITOWOC DRY DOCK COMPANY, MANITOWOC, WIS.

| | | | | | |
|------------------|-----|----|-------------------|-----------|--------------|
| Hull No. 38..... | 525 | 8½ | Lake Sand Co..... | Sand..... | Sept., 1910. |
|------------------|-----|----|-------------------|-----------|--------------|

B. *Merchant construction only*—Continued.

JOHNSON IRON WORKS, LIMITED, NEW ORLEANS, LA.

| Name of vessel or builder's number. | Gross tonnage. | Speed. | Owner. | Trade | Probable date of launch. |
|-------------------------------------|----------------|---------------|--|--------------|--------------------------|
| No. 86..... | 212 | <i>Knots.</i> | Atchafalaya and Lafourche Levee Board. | Dredge..... | Aug., 1910. |
| No. 87..... | 112 | ..... | Southern Pacific S. S. Co.... | River..... | Do. |
| No. 88..... | 67 | 7 | Valenzuela Sons Co |do..... | Sept., 1910. |

DETROIT SHIPBUILDING COMPANY, DETROIT, MICH.

| | | | | | |
|----------------|-------|----|-------------------------------------|--------------|-------------|
| Allegheny..... | 3,898 | 14 | Erie and Western Transportation Co. | Freight..... | July, 1910. |
|----------------|-------|----|-------------------------------------|--------------|-------------|

GREAT LAKES ENGINEERING WORKS, DETROIT, MICH.

| | | | | | |
|---------------------------|-------|----|--------------------------|-----------|-------------|
| William J. Olcott..... | 7,250 | 10 | Pittsburg S. S. Co..... | Ore..... | July, 1910. |
| William B. Dickson... | 7,250 | 10 | ..do..... | ..do..... | Aug., 1910. |
| William P. Palmer..... | 7,350 | 10 | ..do..... | ..do..... | Do. |
| Theodore H. Wickwire, jr. | 6,200 | 10 | Borland & Cornelius..... | ..do..... | June, 1910. |
| Willis L. King..... | 7,250 | 10 | Jones & Laughlin..... | ..do..... | Jan., 1911. |

WILLAMETTE IRON AND STEEL WORKS, PORTLAND, OREG.

| | | | | | |
|-------------|-------|-------|---------------------------|------------------|--------------|
| No. 16..... | ..... | ..... | Columbia Contract Co..... | Rock..... | Aug., 1910. |
| No. 17..... | ..... | ..... | ..do..... | ..do..... | Do. |
| No. 18..... | ..... | ..... | St. Helms Quarry Co..... | ..do..... | Do. |
| No. 19..... | ..... | ..... | ..... | Freight and oil. | Sept., 1910. |
| No. 20..... | ..... | ..... | ..... | ..do..... | Oct., 1910. |

C. *Government construction only.*

BATH IRONWORKS, BATH, ME. (WAR VESSELS.)

| Name of vessel or builder's number | Displacement. | Speed. | Type. | Contract price | Contract date of completion. |
|------------------------------------|---------------|--------------|-----------------------------|----------------|------------------------------|
| | <i>Tons.</i> | <i>Knots</i> | | | |
| Paulding..... | 742 | 29½ | Torpedo-boat destroyer..... | \$644,000 | Sept., 1910. |
| Drayton..... | 742 | 29½ | ..do..... | 644,000 | Do. |
| Trippe..... | 712 | 29½ | ..do..... | 659,500 | June, 1911. |

E. J. HOWARD, JEFFERSONVILLE, IND. (FOR ENGINEER DEPARTMENT, U. S. ARMY.)

| | | | | | |
|-----------------|-----|----|-------------|----------|-------------|
| Plaquemine..... | 210 | 10 | Towing..... | \$38,700 | July, 1910. |
|-----------------|-----|----|-------------|----------|-------------|

THE RACINE BOAT MANUFACTURING COMPANY, MUSKEGON, MICH. (FOR BUREAU OF LIGHT-HOUSES.)

| | | | | | |
|---------------|-----|-------|--------------------------|----------|--------------|
| No. 94..... | 660 | ..... | Light-vessel..... | \$96,500 | Sept., 1910. |
| No. 95..... | 312 | ..... | ..do..... | 67,015 | July, 1911. |
| Camellia..... | 229 | ..... | Light-house tenders..... | 53,350 | Nov., 1910. |

UNDER CONSTRUCTION BY THE GOVERNMENT IN NAVY-YARDS.

| Place of construction and name. | Displacement. | Speed. | Type. | Limit of cost. |
|---------------------------------|---------------|---------------|----------------|----------------|
| | <i>Tons.</i> | <i>Knots.</i> | | |
| At New York: Florida..... | 21,825 | 20½ | Battle ship... | \$6,000,000 |

3. PRICE PER TON OF 2,240 POUNDS OF STEEL SHIP PLATES IN UNITED STATES AND GREAT BRITAIN.

Following are the market prices of steel ship plates in the United States and Great Britain. The prices for the United States are supplied by the Carnegie Steel Company, and are free on board at Pittsburg. The British prices are from the Middlesborough market quotations:

| Month. | United States. | Great Britain. | Month. | United States | Great Britain. |
|----------------|----------------|----------------|-----------------|---------------|----------------|
| 1900. | | | 1905—Continued. | | |
| October..... | \$24.64 | \$38.88 | October..... | \$35.84 | \$30.80 |
| November..... | 28.00 | 34.06 | November..... | 35.84 | 33.17 |
| December..... | 30.24 | 40.09 | December..... | 35.84 | 33.17 |
| 1901. | | | 1906. | | |
| January..... | 31.36 | 32.80 | January..... | 35.84 | 33.17 |
| February..... | 31.36 | 32.80 | February..... | 35.84 | 33.17 |
| March..... | 33.15 | 32.80 | March..... | 35.84 | 33.17 |
| April..... | 35.84 | 29.16 | April..... | 35.84 | 33.17 |
| May..... | 35.84 | 29.10 | May..... | 35.84 | 33.17 |
| June..... | 35.84 | 27.94 | June..... | 35.84 | 33.17 |
| July..... | 35.84 | 29.16 | July..... | 35.84 | 33.17 |
| August..... | 35.84 | 30.38 | August..... | 35.84 | 33.17 |
| September..... | 35.84 | 30.38 | September..... | 35.84 | 34.02 |
| October..... | 35.84 | 37.10 | October..... | 35.84 | 34.02 |
| November..... | 35.84 | 37.71 | November..... | 35.84 | 34.02 |
| December..... | 35.84 | 38.93 | December..... | 35.84 | 35.24 |
| 1902. | | | 1907. | | |
| January..... | 35.84 | 27.37 | January..... | 38.08 | 36.45 |
| February..... | 35.84 | 27.37 | February..... | 38.08 | 36.45 |
| March..... | 35.84 | 27.98 | March..... | 38.08 | 36.45 |
| April..... | 35.84 | 27.98 | April..... | 38.08 | 36.45 |
| May..... | 35.84 | 27.98 | May..... | 38.08 | 36.45 |
| June..... | 35.84 | 28.59 | June..... | 38.08 | 36.45 |
| July..... | 35.84 | 27.98 | July..... | 38.08 | 36.45 |
| August..... | 35.84 | 27.98 | August..... | 38.08 | 36.45 |
| September..... | 35.84 | 27.98 | September..... | 38.08 | 36.50 |
| October..... | 35.84 | 27.95 | October..... | 38.08 | 36.50 |
| November..... | 35.84 | 27.95 | November..... | 38.08 | 34.07 |
| December..... | 35.84 | 31.60 | December..... | 38.08 | 34.07 |
| 1903. | | | 1908. | | |
| January..... | 35.84 | 30.37 | January..... | 38.08 | 31.63 |
| February..... | 35.84 | 26.73 | February..... | 38.08 | 31.63 |
| March..... | 35.84 | 29.10 | March..... | 38.08 | 30.41 |
| April..... | 35.84 | 29.16 | April..... | 38.08 | 30.41 |
| May..... | 35.84 | 29.16 | May..... | 38.08 | 30.41 |
| June..... | 35.84 | 29.16 | June..... | 36.50 | 29.20 |
| July..... | 35.84 | 27.98 | July..... | 35.84 | 29.20 |
| August..... | 35.84 | 27.37 | August..... | 35.84 | 29.20 |
| September..... | 35.84 | 27.37 | September..... | 35.84 | 29.20 |
| October..... | 35.84 | 27.22 | October..... | 35.84 | 29.20 |
| November..... | 35.84 | 26.76 | November..... | 35.84 | 29.20 |
| December..... | 35.84 | 26.76 | December..... | 35.84 | 29.20 |
| 1904. | | | 1909. | | |
| January..... | 35.84 | 26.15 | January..... | 35.84 | 29.20 |
| February..... | 35.84 | 27.37 | February..... | 32.48 | 29.20 |
| March..... | 35.84 | 27.37 | March..... | 29.12 | 29.20 |
| April..... | 35.84 | 27.37 | April..... | 28.07 | 29.20 |
| May..... | 35.84 | 27.37 | May..... | 28.22 | 27.98 |
| June..... | 35.84 | 26.75 | June..... | 29.12 | 27.98 |
| July..... | 35.84 | 26.75 | July..... | 30.02 | 27.98 |
| August..... | 35.84 | 26.75 | August..... | 31.36 | 29.20 |
| September..... | 31.36 | 26.75 | September..... | 32.93 | 29.20 |
| October..... | 31.36 | 27.33 | October..... | 33.60 | 29.20 |
| November..... | 31.36 | 27.33 | November..... | 34.34 | 29.20 |
| December..... | 32.37 | 27.93 | December..... | 34.72 | 29.20 |
| 1905. | | | 1910. | | |
| January..... | 33.60 | 27.93 | January..... | 34.72 | 30.41 |
| February..... | 35.35 | 28.53 | February..... | 34.72 | 30.41 |
| March..... | 35.84 | 28.53 | March..... | 34.72 | 31.63 |
| April..... | 35.84 | 28.53 | April..... | 34.72 | 31.63 |
| May..... | 35.84 | 28.53 | May..... | 34.72 | 31.63 |
| June..... | 35.84 | 28.53 | June..... | 33.88 | 31.63 |
| July..... | 35.84 | 28.53 | July..... | 31.64 | 31.63 |
| August..... | 35.84 | 28.53 | August..... | 31.36 | 31.63 |
| September..... | 35.84 | 29.20 | | | |

APPENDIX F.

THE WORLD'S TONNAGE, MOTIVE POWER, AND MATERIALS OF CONSTRUCTION

The following tables give the latest information available as to the tonnage of the merchant marine of the world:

Table 1 is a compilation from the annual report of the British Board of Trade, dated July, 1910. The figures are based on the official figures (some gross, some net) of the various governments. It shows the tonnage of principal nations, and tonnage added annually for a term of years.

Tables 2 and 3 are from the annual volumes of the great classification societies—Lloyd's and the Bureau Veritas. The minimum tonnage recognized by these societies is considerably higher than the legal basis of official returns of any government. Neither society takes any cognizance in its statistics of steam vessels of less than 100 tons. Gross and net tonnage are stated by both, and comparison of Table 1 with Tables 2 or 3 will indicate where net tonnage is employed in Table 1. Both societies consider only net tonnage in the case of sailing vessels, Lloyd's taking cognizance of those over 100 net tons, the Bureau Veritas of those over 50 tons. The gross tonnage of sailing vessels generally is only about 5 per cent greater than their net tonnage. The promptitude of these large private companies brings their figures down to a much more recent date than government reports. The volume of the *Répertoire Général*, published by the Bureau Veritas, is dated September, 1910; the current volume of Lloyd's Register, July 1, 1910.

Table 4 is compiled from Lloyd's Register for 1910-11 and ten recent years, and shows the motive power and chief materials of construction of the world's merchant navies as recorded by Lloyd's. The increase of gross tonnage with the nearly stationary number of vessels gives a rough measure of the increasing size of vessels due to the increasing use of steel. The steady increase in number of steam vessels and marked increase in their tonnage with a decrease in both number and tonnage of sailing vessels will be noted. The wooden steam tonnage is decreasing; wooden sailing tonnage shows a decrease of less than two-thirds. Iron vessels, both for steam and sail, show a steady decrease, iron no longer being used, while steel sailing vessels are over five times in excess of those of 1890, and steam tonnage of steel has increased from about 4,000,000 tons in 1890 to over 33,000,000 tons in 1910. Like figures for Great Britain, the British colonies, France, Germany, and Japan have been compiled from Lloyd's.

Table 5 gives the total tonnage tables of the Bureau Veritas for a period of years, with a table of potential tonnage, obtained by the Bureau of Navigation by multiplying the steam net tonnage by 4 and adding to it the sailing tonnage, the ratio of 4 to 1 being the present measure of the efficiency of steam tonnage compared with sail tonnage. In an estimate of the carrying power of the world's ocean tonnage it is necessary to take cognizance of the factor of efficiency.

Table 6 shows the vessels of over 100 tons built during each of eleven recent years, according to returns received by Lloyd's.

Table 7 contains the essential parts of Lloyd's annual summary of shipbuilding returns for the calendar year 1909.

Table 8 gives Lloyd's report of the world's construction in progress on September 30, 1910.

Table 9 gives Lloyd's report of vessels lost or broken up during 1909, with the causes of loss.

THE WORLD'S MERCHANT MARINE

1. WORLD'S TONNAGE, BASED ON OFFICIAL RETURNS, 1850-1908 (FROM RETURN ON PROGRESS OF BRITISH SHIPPING FOR 1910).

[There is no uniformity in these returns, some nations testing statistics on gross, but the majority on net tonnage. The minimum tonnage recognized by the laws of each nation is stated.]

| Country and class. | 1850. | 1860. | 1870. | 1880. | 1890. | 1900. | 1905. | 1908. |
|----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Russia (25 tons and upward): | | | | | | | | |
| Sail..... | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> |
| Steam..... | | | | 378,894 | | 269,460 | 223,817 | 257,716 |
| | | | | 88,990 | | 364,361 | 382,275 | 443,243 |
| Total..... | | | | 467,884 | | 633,821 | 606,122 | 700,959 |
| Finland (all tonnages): | | | | | | | | |
| Sail..... | | | | 276,877 | | 287,154 | 301,348 | 314,556 |
| Steam..... | | | | 11,431 | | 53,561 | 59,509 | 68,619 |
| Total..... | | | | 288,308 | | 340,715 | 360,857 | 383,205 |
| Norway (4 tons and upward): | | | | | | | | |
| Sail..... | | | 1,008,800 | 1,400,596 | 1,502,594 | 1,002,675 | 813,864 | 718,933 |
| Steam..... | | | 13,715 | 58,062 | 203,115 | 505,443 | 668,230 | 850,713 |
| Total..... | 298,315 | 558,927 | 1,022,515 | 1,518,658 | 1,705,699 | 1,508,118 | 1,482,094 | 1,569,646 |
| Sweden (10 tons and upward): | | | | | | | | |
| Sail..... | | | | 461,593 | 309,080 | 288,687 | 263,425 | 171,875 |
| Steam..... | | | | 81,049 | 141,207 | 325,105 | 159,664 | 439,185 |
| Total..... | | | 346,862 | 542,642 | 510,947 | 613,792 | 723,089 | 611,060 |
| Denmark (4 tons and upward): | | | | | | | | |
| Sail..... | | | 168,193 | 197,509 | 189,409 | 158,303 | 140,310 | 136,120 |
| Steam..... | | | 10,453 | 51,957 | 112,788 | 250,137 | 334,124 | 405,028 |
| Total..... | | | 178,646 | 249,466 | 302,194 | 408,440 | 483,434 | 541,148 |
| Germany (17.50 tons and upward): | | | | | | | | |
| Sail..... | | | 900,361 | 965,767 | 709,761 | 593,770 | 553,817 | 522,445 |
| Steam..... | | | 81,994 | 215,758 | 723,652 | 1,347,875 | 1,915,475 | 2,302,959 |
| Total..... | | | 982,355 | 1,181,525 | 1,433,413 | 1,941,645 | 2,469,292 | 2,825,404 |
| Holland (40 tons and upward): | | | | | | | | |
| Sail..... | 250,870 | 423,790 | 370,159 | 263,887 | 127,200 | 78,493 | 54,417 | 44,170 |
| Steam..... | 2,706 | 10,132 | 19,455 | 61,394 | 128,511 | 268,430 | 350,890 | 414,134 |
| Total..... | 292,576 | 433,922 | 389,614 | 325,281 | 255,711 | 346,923 | 411,307 | 458,304 |
| Belgium (50 tons and upward): | | | | | | | | |
| Sail..... | 33,315 | 28,857 | 20,648 | 10,442 | 4,393 | 741 | 2,844 | 3,038 |
| Steam..... | 1,604 | 4,264 | 9,501 | 65,224 | 71,553 | 112,518 | 96,889 | 149,287 |
| Total..... | 34,919 | 33,121 | 30,149 | 75,666 | 75,946 | 113,259 | 99,733 | 152,325 |
| France (2 tons and upward): | | | | | | | | |
| Sail..... | 674,228 | 628,009 | 917,633 | 641,539 | 444,092 | 510,175 | 676,193 | 648,211 |
| Steam..... | 13,925 | 68,025 | 154,415 | 277,750 | 499,921 | 627,551 | 711,027 | 804,284 |
| Total..... | 688,153 | 696,034 | 1,072,048 | 919,289 | 944,013 | 1,137,726 | 1,387,220 | 1,452,495 |
| Portugal (15 tons and upward): | | | | | | | | |
| Sail..... | | | | | | 57,925 | 43,126 | 37,588 |
| Steam..... | | | | | | 51,500 | 58,077 | 42,121 |
| Total..... | | | | | | 109,425 | 101,203 | 79,709 |

1. WORLD'S TONNAGE, BASED ON OFFICIAL RETURNS, 1850-1908 (FROM RETURN ON PROGRESS OF BRITISH SHIPPING FOR 1910)—Continued.

| Country and class. | 1850. | 1860. | 1870. | 1880. | 1890. | 1900. | 1905. | 1908. |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|
| Spain (50 tons and upward): | | | | | | | | |
| Sail..... | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Steam..... | | | | 326, 138 | 210, 247 | 95, 187 | 58, 201 | 55, 163 |
| | | | | 233, 685 | 407, 035 | 679, 392 | 685, 680 | 687, 855 |
| Total..... | | | | 560, 133 | 618, 182 | 774, 579 | 743, 881 | 743, 018 |
| Italy (2 tons and upward): | | | | | | | | |
| Sail..... | | | 980, 064 | 922, 146 | 634, 149 | 568, 164 | 541, 171 | 453, 321 |
| Steam..... | | | 32, 100 | 77, 050 | 180, 567 | 376, 844 | 481, 432 | 566, 738 |
| Total..... | | | 1, 012, 164 | 999, 196 | 820, 716 | 945, 008 | 1, 025, 603 | 1, 020, 062 |
| Austria-Hungary: | | | | | | | | |
| Sail..... | | | 270, 400 | 228, 228 | 109, 080 | 25, 342 | 11, 264 | 10, 328 |
| Steam..... | | | 49, 977 | 62, 743 | 91, 234 | 239, 321 | 353, 912 | 447, 786 |
| Total a..... | | | 320, 377 | 290, 971 | 204, 214 | 264, 666 | 365, 176 | 497, 114 |
| Greece: | | | | | | | | |
| Sail..... | | | 398, 703 | ..... | 226, 702 | 175, 867 | 177, 271 | 146, 280 |
| Steam..... | | | 5, 360 | ..... | 41, 684 | 143, 436 | 221, 112 | 291, 651 |
| Total..... | | 263, 075 | 404, 063 | ..... | 271, 386 | 319, 303 | 398, 383 | 440, 931 |
| China: | | | | | | | | |
| Sail..... | | | | | 11, 801 | 20, 541 | 19, 561 | ..... |
| Steam..... | | | | 21, 694 | 20, 706 | 18, 215 | 45, 617 | ..... |
| Total..... | | | | 21, 694 | 41, 507 | 38, 756 | 65, 178 | ..... |
| Japan: | | | | | | | | |
| Sail..... | | | | 48, 094 | 52, 880 | 320, 572 | 334, 684 | 383, 455 |
| Steam..... | | | | 41, 215 | 93, 612 | 543, 366 | 938, 783 | 1, 160, 372 |
| Total..... | | | | 89, 309 | 145, 692 | 863, 938 | 1, 273, 467 | 1, 543, 827 |
| United Kingdom: | | | | | | | | |
| Sail..... | 3, 396, 650 | 4, 204, 360 | 1, 577, 853 | 3, 851, 045 | 2, 936, 021 | 2, 096, 498 | 1, 670, 766 | 1, 402, 781 |
| Steam..... | 168, 474 | 454, 327 | 1, 112, 934 | 2, 723, 168 | 5, 042, 517 | 7, 207, 610 | 9, 064, 816 | 10, 138, 613 |
| Total..... | 3, 565, 133 | 4, 658, 687 | 2, 690, 787 | 6, 574, 213 | 7, 978, 538 | 9, 304, 108 | 10, 735, 582 | 11, 541, 394 |

a Excluding small coasting vessels and fishing boats.

2. NUMBER AND NET AND GROSS TONNAGE OF STEAM AND SAILING VESSELS AS
RECORDED BY THE BUREAU VERITAS FOR 1910-11.

The following table shows the number and gross and net tonnage of steamers of 100 gross tons and over and number and net tonnage of sailing vessels of 50 net tons and over, as given in the Répertoire Général of the Bureau Veritas for 1910-11.

| Flag. | Steamers of 100 tons and upward. | | | Sailing vessels of 50 tons and upward. | | Total. | |
|------------------|----------------------------------|-------------|------------|--|-----------|---------|------------|
| | Number. | Gross tons. | Net tons. | Number. | Net tons. | Number. | Tonnage. |
| British..... | 6,503 | 17,500,724 | 10,852,398 | 4,703 | 1,306,843 | 11,206 | 18,873,567 |
| German..... | 1,372 | 3,804,824 | 2,480,811 | 979 | 441,881 | 2,351 | 4,306,705 |
| American..... | 921 | 1,891,552 | 1,265,156 | 3,465 | 1,357,789 | 4,386 | 3,249,341 |
| French..... | 609 | 1,416,096 | 826,869 | 1,155 | 482,848 | 1,764 | 1,898,944 |
| Norwegian..... | 1,099 | 1,396,151 | 857,269 | 1,110 | 608,010 | 2,215 | 2,004,161 |
| Japanese..... | 623 | 1,108,843 | 745,417 | 1,350 | 173,142 | 1,979 | 1,281,985 |
| Italian..... | 405 | 971,005 | 583,367 | 1,238 | 379,234 | 1,643 | 1,350,239 |
| Dutch..... | 380 | 970,906 | 611,343 | 603 | 75,338 | 989 | 1,046,244 |
| Russian..... | 577 | 819,897 | 499,480 | 3,264 | 546,185 | 3,841 | 1,366,082 |
| Swedish..... | 823 | 786,751 | 556,232 | 1,206 | 202,893 | 2,119 | 989,644 |
| Austrian..... | 294 | 755,639 | 475,131 | 107 | 9,656 | 401 | 765,295 |
| Spanish..... | 409 | 740,310 | 461,459 | 356 | 49,897 | 765 | 790,207 |
| Danish..... | 448 | 643,695 | 396,562 | 714 | 98,493 | 1,162 | 742,188 |
| Greek..... | 269 | 494,255 | 299,353 | 804 | 145,286 | 1,073 | 639,541 |
| Belgian..... | 123 | 291,779 | 192,240 | 11 | 4,995 | 134 | 206,774 |
| Brazilian..... | 218 | 120,215 | 129,211 | 290 | 60,728 | 508 | 270,943 |
| Argentinian..... | 130 | 128,535 | 78,007 | 183 | 57,263 | 313 | 185,798 |
| Chilean..... | 69 | 107,325 | 68,788 | 90 | 52,874 | 159 | 160,199 |
| Turkish..... | 101 | 105,392 | 65,732 | 959 | 205,481 | 1,060 | 310,873 |
| Chinese..... | 59 | 90,259 | 57,333 | 1 | 236 | 60 | 90,495 |
| Portuguese..... | 46 | 69,880 | 43,646 | 254 | 43,647 | 299 | 113,527 |
| Cuban..... | 36 | 50,431 | 31,996 | 117 | 11,770 | 153 | 62,201 |
| Uruguayan..... | 27 | 38,421 | 23,855 | 62 | 27,178 | 89 | 65,599 |
| Roumanian..... | 14 | 34,409 | 18,512 | 21 | 3,730 | 35 | 38,139 |
| Mexican..... | 30 | 26,457 | 16,543 | 50 | 8,712 | 80 | 35,169 |
| Peruvian..... | 9 | 20,533 | 12,673 | 60 | 31,453 | 69 | 51,986 |
| Siamese..... | 11 | 12,607 | 7,792 | 2 | 353 | 13 | 12,960 |
| Bulgarian..... | 5 | 4,561 | 2,776 | 3 | 402 | 8 | 4,963 |
| Sarawak..... | 4 | 3,653 | 2,245 | ..... | ..... | 4 | 3,653 |
| Venezuelan..... | 6 | 3,432 | 1,891 | 15 | 2,432 | 21 | 5,864 |
| Haitian..... | 5 | 2,352 | 1,410 | 8 | 1,392 | 13 | 3,744 |
| Korean..... | 3 | 2,172 | 1,728 | ..... | ..... | 3 | 2,172 |
| Honduranian..... | 1 | 1,543 | 1,010 | 3 | 363 | 4 | 1,906 |
| Panamanian..... | 2 | 1,397 | 802 | 1 | 361 | 3 | 1,761 |
| Egyptian..... | 1 | 996 | 754 | 7 | 1,901 | 8 | 2,897 |
| Zanzibar..... | 2 | 961 | 478 | ..... | ..... | 2 | 961 |
| Colombian..... | 1 | 881 | 457 | 4 | 1,121 | 5 | 2,002 |
| Nicaraguan..... | 1 | 751 | 112 | 6 | 4,029 | 7 | 4,780 |
| Tunisian..... | 1 | 599 | 304 | 3 | 252 | 4 | 761 |
| Servian..... | 1 | 204 | 112 | ..... | ..... | 1 | 204 |
| Montenegrin..... | ..... | ..... | ..... | 22 | 5,030 | 22 | 5,030 |
| Dominican..... | ..... | ..... | ..... | 11 | 1,541 | 11 | 1,541 |
| Guatemalan..... | ..... | ..... | ..... | 3 | 758 | 3 | 758 |
| Liberian..... | ..... | ..... | ..... | 2 | 686 | 2 | 686 |
| Bolivian..... | ..... | ..... | ..... | 1 | 606 | 1 | 606 |
| Costa Rican..... | ..... | ..... | ..... | 2 | 551 | 2 | 551 |
| Salvadorean..... | ..... | ..... | ..... | 2 | 320 | 2 | 320 |
| Ecuadorian..... | ..... | ..... | ..... | 1 | 257 | 1 | 257 |
| Monacan..... | ..... | ..... | ..... | 1 | 211 | 1 | 211 |
| Persian..... | ..... | ..... | ..... | 1 | 107 | 1 | 107 |
| Unknown..... | 9 | 12,503 | 8,238 | 10 | 3,967 | 19 | 16,470 |
| Total..... | 15,652 | 34,648,806 | 21,680,092 | 23,362 | 6,412,211 | 39,014 | 41,061,077 |

3. NUMBER AND NET AND GROSS TONNAGE OF STEAM AND SAILING VESSELS OF OVER 100 TONS, OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER FOR 1910-11.

| Flag | Steam | | | Sail | | Total | |
|---|---------|------------|-------------|---------|-----------|---------|------------|
| | Number. | Net tons | Gross tons. | Number. | Net tons. | Number. | Tonnage. |
| British: | | | | | | | |
| United Kingdom..... | 8,480 | 10,203,642 | 16,787,083 | 957 | 748,796 | 9,437 | 17,516,479 |
| Colonies..... | 1,377 | 756,887 | 1,291,354 | 701 | 204,461 | 2,078 | 1,495,815 |
| Total..... | 9,837 | 10,960,529 | 18,058,037 | 1,658 | 953,257 | 11,495 | 19,012,294 |
| American (United States): | | | | | | | |
| Sea..... | 1,073 | 1,071,645 | 1,641,919 | 1,701 | 1,119,686 | 2,774 | 2,701,605 |
| Lake..... | 563 | 1,623,350 | 2,116,769 | 43 | 109,850 | 606 | 2,256,619 |
| Philippine Islands..... | 76 | 23,900 | 38,326 | 13 | 2,128 | 89 | 40,454 |
| Total..... | 1,712 | 2,718,895 | 3,827,014 | 1,757 | 1,231,664 | 3,469 | 5,058,078 |
| Argentine..... | 195 | 82,635 | 139,705 | 72 | 23,716 | 267 | 163,421 |
| Austro-Hungarian..... | 365 | 485,954 | 777,720 | 4 | 1,900 | 369 | 779,020 |
| Belgian..... | 159 | 194,336 | 295,913 | 6 | 3,725 | 165 | 299,638 |
| Brazilian..... | 313 | 143,204 | 233,358 | 70 | 18,405 | 383 | 251,763 |
| Chilean..... | 68 | 73,076 | 114,887 | 41 | 36,331 | 139 | 151,218 |
| Chinese..... | 68 | 58,024 | 90,420 | ..... | ..... | 68 | 90,420 |
| Cuban..... | 54 | 36,138 | 58,410 | 6 | 1,035 | 60 | 59,445 |
| Danish..... | 553 | 393,564 | 671,828 | 310 | 64,734 | 863 | 736,562 |
| Dutch..... | 532 | 607,822 | 983,049 | 96 | 32,144 | 628 | 1,015,193 |
| French..... | 875 | 836,386 | 1,448,172 | 590 | 434,108 | 1,465 | 1,882,280 |
| German..... | 1,822 | 2,416,459 | 3,959,318 | 356 | 373,868 | 2,178 | 4,333,186 |
| Greek..... | 298 | 312,798 | 499,184 | 110 | 28,397 | 408 | 527,581 |
| Haitian..... | 5 | 2,017 | 3,387 | ..... | ..... | 5 | 3,387 |
| Italian..... | 450 | 598,204 | 987,559 | 630 | 333,004 | 1,080 | 1,320,653 |
| Japanese..... | 846 | 726,761 | 1,146,977 | 5 | 2,245 | 851 | 1,149,222 |
| Mexican..... | 41 | 17,480 | 28,737 | 16 | 3,878 | 57 | 32,015 |
| Norwegian..... | 1,312 | 859,628 | 1,422,006 | 753 | 592,527 | 2,065 | 2,014,533 |
| Peruvian..... | 13 | 5,364 | 10,581 | 44 | 21,006 | 57 | 31,587 |
| Portuguese..... | 77 | 48,853 | 79,109 | 113 | 31,074 | 190 | 110,183 |
| Romanian..... | 22 | 16,690 | 31,688 | 1 | 255 | 23 | 31,973 |
| Russian..... | 642 | 402,616 | 690,528 | 599 | 196,797 | 1,241 | 887,325 |
| Sarawak..... | 6 | 2,426 | 4,073 | ..... | ..... | 6 | 4,073 |
| Siamese..... | 11 | 7,792 | 12,607 | ..... | ..... | 11 | 12,607 |
| Spanish..... | 511 | 459,553 | 746,718 | 68 | 18,712 | 579 | 705,400 |
| Swedish..... | 964 | 464,463 | 782,508 | 508 | 135,571 | 1,472 | 915,079 |
| Turkish..... | 142 | 60,438 | 112,206 | 190 | 63,663 | 332 | 175,869 |
| Uruguayan..... | 36 | 30,321 | 48,711 | 18 | 14,701 | 54 | 63,112 |
| Venezuelan..... | 7 | 1,856 | 3,166 | 5 | 692 | 12 | 3,858 |
| Other countries: Bulgaria, Colombia, Costa Rica, Ec- uador, Egypt, Honduras, Liberia, Nicaragua, Oman, Panama, Persia, Salvador, Samoa, Zanzibar, etc..... | 42 | 12,840 | 22,080 | 24 | 7,151 | 66 | 29,281 |
| Total..... | 22,008 | 23,046,122 | 37,200,695 | 8,050 | 4,624,070 | 30,058 | 41,914,765 |

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE.

[Recorded in Lloyd's, 100 tons or over.]

THE WORLD.

| Year | Total vessels. | | Steam | | | Sail. | |
|-----------|----------------|------------|--------|------------|------------|---------|-----------|
| | Number. | Tons. | Number | Gross tons | Net tons. | Number. | Net tons. |
| 1890..... | 32,298 | 22,151,651 | 11,108 | 12,985,372 | 8,295,514 | 21,190 | 9,166,279 |
| 1895..... | 30,308 | 25,107,032 | 13,250 | 16,887,971 | 10,573,642 | 17,112 | 8,219,661 |
| 1900..... | 28,422 | 29,043,728 | 15,898 | 22,369,358 | 13,850,513 | 12,524 | 6,074,370 |
| 1903..... | 29,943 | 33,043,131 | 17,761 | 27,183,865 | 16,822,466 | 12,182 | 6,459,766 |
| 1904..... | 29,290 | 34,789,189 | 18,467 | 28,632,684 | 17,092,141 | 10,823 | 6,166,595 |
| 1905..... | 29,756 | 36,000,893 | 19,153 | 29,963,392 | 18,583,769 | 10,603 | 6,037,501 |
| 1906..... | 30,094 | 37,654,017 | 19,877 | 31,744,904 | 19,712,718 | 10,217 | 5,809,113 |
| 1907..... | 30,203 | 39,438,917 | 20,740 | 33,969,811 | 21,003,980 | 9,457 | 5,409,106 |
| 1908..... | 30,529 | 40,922,842 | 21,550 | 35,723,095 | 22,140,010 | 8,979 | 5,199,747 |
| 1909..... | 30,540 | 41,449,767 | 21,909 | 36,473,102 | 22,564,768 | 8,631 | 4,976,665 |
| 1910..... | 30,058 | 41,419,767 | 22,008 | 37,290,695 | 23,040,122 | 8,050 | 4,624,070 |

| Year. | Power | Wood. | | Iron | | Steel | |
|----------|------------|--------|-----------|--------|------------|---------|------------|
| | | Number | Tons | Number | Tons. | Number. | Tons |
| 1890.... | Steam..... | 902 | 360,147 | 7,719 | 8,495,920 | 2,343 | 4,086,555 |
| | Sail..... | 18,024 | 6,693,738 | 1,879 | 2,021,593 | 248 | 348,653 |
| | Total..... | 19,826 | 7,053,885 | 9,598 | 10,517,513 | 2,591 | 4,435,208 |
| 1895.... | Steam..... | 1,007 | 360,911 | 7,099 | 7,432,890 | 4,994 | 9,038,000 |
| | Sail..... | 14,526 | 5,173,766 | 1,671 | 1,778,671 | 801 | 1,185,101 |
| | Total..... | 15,533 | 5,534,677 | 8,770 | 9,211,561 | 5,795 | 10,223,101 |
| 1900.... | Steam..... | 1,158 | 382,131 | 6,262 | 5,915,714 | 8,286 | 15,999,406 |
| | Sail..... | 9,970 | 3,627,491 | 1,386 | 1,482,388 | 1,082 | 1,509,298 |
| | Total..... | 11,128 | 4,009,622 | 7,648 | 7,398,102 | 9,368 | 17,508,704 |
| 1903.... | Steam..... | 1,260 | 409,495 | 5,791 | 5,248,366 | 10,509 | 21,461,489 |
| | Sail..... | 9,556 | 3,311,192 | 1,236 | 1,318,797 | 1,311 | 1,779,804 |
| | Total..... | 10,816 | 3,720,687 | 7,027 | 6,567,163 | 11,820 | 23,231,293 |
| 1904.... | Steam..... | 1,280 | 419,956 | 5,684 | 5,067,025 | 11,299 | 23,072,876 |
| | Sail..... | 8,201 | 3,035,654 | 1,195 | 1,280,293 | 1,352 | 1,792,974 |
| | Total..... | 9,490 | 3,455,610 | 6,879 | 6,347,318 | 12,651 | 24,865,850 |
| 1905.... | Steam..... | 1,329 | 435,444 | 5,523 | 4,802,400 | 12,095 | 24,648,607 |
| | Sail..... | 8,017 | 2,969,406 | 1,154 | 1,242,334 | 1,368 | 1,797,331 |
| | Total..... | 9,346 | 3,394,850 | 6,677 | 6,044,824 | 13,463 | 26,445,998 |
| 1906.... | Steam..... | 1,380 | 453,588 | 5,304 | 4,544,384 | 12,986 | 26,071,656 |
| | Sail..... | 7,712 | 2,818,822 | 1,098 | 1,180,476 | 1,347 | 1,775,108 |
| | Total..... | 9,092 | 3,272,410 | 6,402 | 5,724,860 | 14,333 | 28,446,764 |
| 1907.... | Steam..... | 1,380 | 451,536 | 5,120 | 4,323,643 | 14,045 | 29,121,610 |
| | Sail..... | 7,047 | 2,573,497 | 1,034 | 1,114,941 | 1,318 | 1,747,650 |
| | Total..... | 8,427 | 3,025,033 | 6,154 | 5,438,584 | 15,363 | 30,869,260 |
| 1908.... | Steam..... | 1,428 | 471,231 | 4,962 | 4,155,434 | 14,953 | 31,020,600 |
| | Sail..... | 6,643 | 2,398,661 | 986 | 1,006,030 | 1,296 | 1,705,023 |
| | Total..... | 8,071 | 2,869,892 | 5,948 | 5,221,464 | 16,249 | 32,725,623 |
| 1909.... | Steam..... | 1,440 | 472,820 | 4,792 | 3,959,208 | 15,475 | 31,970,380 |
| | Sail..... | 6,363 | 2,284,647 | 924 | 991,475 | 1,295 | 1,673,543 |
| | Total..... | 7,803 | 2,757,467 | 5,716 | 4,950,683 | 16,770 | 33,643,923 |
| 1910.... | Steam..... | 1,407 | 451,584 | 4,554 | 3,675,240 | 15,849 | 33,093,992 |
| | Sail..... | 5,892 | 2,033,274 | 821 | 873,359 | 1,294 | 1,634,708 |
| | Total..... | 7,299 | 2,544,858 | 5,375 | 4,548,599 | 17,143 | 34,728,700 |

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued

UNITED KINGDOM.

| Year | Total vessels. | | Steam | | Sail. | |
|-----------|----------------|------------|---------|-------------|--------|-----------|
| | Number. | Tons | Number. | Gross tons. | Number | Net tons |
| 1890..... | 9,167 | 10,241,856 | 5,574 | 7,774,644 | 3,593 | 2,467,212 |
| 1895..... | 9,227 | 12,117,957 | 6,446 | 9,095,976 | 2,781 | 2,421,981 |
| 1900..... | 8,914 | 13,241,446 | 7,020 | 11,513,789 | 1,891 | 1,727,687 |
| 1903..... | 9,152 | 14,889,571 | 7,530 | 13,410,894 | 1,622 | 1,478,677 |
| 1904..... | 9,236 | 15,391,350 | 7,699 | 13,099,218 | 1,537 | 1,392,132 |
| 1905..... | 9,348 | 15,803,180 | 7,893 | 14,496,763 | 1,455 | 1,306,417 |
| 1906..... | 9,408 | 16,381,850 | 8,083 | 15,207,410 | 1,325 | 1,174,440 |
| 1907..... | 9,517 | 16,999,008 | 8,292 | 15,030,368 | 1,225 | 1,069,300 |
| 1908..... | 9,542 | 17,318,351 | 8,405 | 16,336,809 | 1,137 | 981,482 |
| 1909..... | 9,491 | 17,377,936 | 8,419 | 16,172,602 | 1,072 | 905,334 |
| 1910..... | 9,417 | 17,516,479 | 8,460 | 16,767,683 | 957 | 748,796 |

| Year. | Power. | Wood. | | Iron. | | Steel | |
|-----------|-------------|--------|---------|---------|-----------|---------|------------|
| | | Number | Tons | Number. | Tons | Number. | Tons. |
| 1890... | (Steam..... | 117 | 18,346 | 4,042 | 4,996,300 | 1,411 | 2,738,214 |
| | Sail..... | 1,877 | 471,441 | 1,439 | 1,658,672 | 202 | 283,005 |
| | Total... | 1,994 | 489,787 | 5,481 | 6,654,972 | 1,613 | 3,041,279 |
| 1895..... | (Steam..... | 116 | 18,521 | 3,532 | 3,883,211 | 2,703 | 5,792,836 |
| | Sail..... | 1,105 | 233,703 | 1,145 | 1,332,050 | 500 | 836,395 |
| | Total.. | 1,221 | 252,224 | 4,677 | 5,215,267 | 3,203 | 6,629,231 |
| 1900..... | (Steam..... | 114 | 18,431 | 2,720 | 2,374,011 | 4,171 | 9,119,015 |
| | Sail..... | 728 | 134,321 | 683 | 832,239 | 473 | 756,731 |
| | Total..... | 842 | 152,752 | 3,412 | 3,206,250 | 4,644 | 9,875,746 |
| 1903..... | (Steam..... | 102 | 16,025 | 2,354 | 1,901,726 | 5,037 | 11,490,733 |
| | Sail..... | 613 | 106,666 | 538 | 655,832 | 464 | 713,752 |
| | Total..... | 715 | 122,691 | 2,922 | 2,557,558 | 5,501 | 12,204,485 |
| 1904..... | (Steam..... | 101 | 16,183 | 2,249 | 1,735,300 | 5,342 | 12,245,235 |
| | Sail..... | 578 | 98,432 | 481 | 585,818 | 473 | 706,830 |
| | Total..... | 679 | 114,615 | 2,730 | 2,321,208 | 5,815 | 12,952,065 |
| 1905..... | (Steam..... | 96 | 15,589 | 2,144 | 1,560,878 | 5,645 | 12,917,460 |
| | Sail..... | 550 | 92,326 | 429 | 524,299 | 471 | 688,740 |
| | Total..... | 646 | 107,915 | 2,573 | 2,085,177 | 6,116 | 13,606,200 |
| 1906..... | (Steam..... | 94 | 14,977 | 1,981 | 1,385,352 | 5,999 | 13,803,605 |
| | Sail..... | 515 | 85,673 | 363 | 439,008 | 442 | 648,707 |
| | Total..... | 609 | 100,650 | 2,344 | 1,824,360 | 6,441 | 14,452,312 |
| 1907..... | (Steam..... | 89 | 14,165 | 1,845 | 1,255,279 | 6,348 | 14,637,051 |
| | Sail..... | 484 | 78,263 | 311 | 372,139 | 425 | 617,846 |
| | Total..... | 573 | 92,428 | 2,156 | 1,627,418 | 6,773 | 15,274,897 |
| 1908..... | (Steam..... | 84 | 12,746 | 1,736 | 1,146,440 | 6,574 | 15,173,664 |
| | Sail..... | 458 | 73,182 | 272 | 318,407 | 402 | 588,841 |
| | Total..... | 542 | 85,928 | 2,008 | 1,464,847 | 6,976 | 15,762,505 |
| 1909..... | (Steam..... | 83 | 12,121 | 1,641 | 1,041,203 | 6,685 | 15,415,656 |
| | Sail..... | 429 | 68,488 | 246 | 277,396 | 393 | 558,649 |
| | Total..... | 512 | 80,609 | 1,887 | 1,318,599 | 7,078 | 15,974,305 |
| 1910..... | (Steam..... | 81 | 12,153 | 1,536 | 900,300 | 6,832 | 15,851,495 |
| | Sail..... | 399 | 63,427 | 202 | 209,312 | 352 | 475,250 |
| | Total..... | 480 | 75,580 | 1,738 | 1,109,612 | 7,184 | 16,326,751 |

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

BRITISH COLONIES.

| Year. | Total vessels. | | Steam. | | Sail. | |
|-----------|----------------|-----------|---------|-------------|---------|----------|
| | Number. | Tons. | Number. | Gross tons. | Number. | Net tons |
| 1890..... | 2,904 | 1,365,250 | 829 | 461,210 | 2,075 | 894,040 |
| 1895..... | 2,309 | 1,124,286 | 874 | 542,025 | 1,435 | 582,657 |
| 1900..... | 1,924 | 1,019,808 | 910 | 635,331 | 1,014 | 384,477 |
| 1903..... | 1,982 | 1,116,803 | 1,023 | 782,688 | 959 | 334,115 |
| 1904..... | 2,014 | 1,189,495 | 1,088 | 867,309 | 926 | 322,186 |
| 1905..... | 2,017 | 1,206,540 | 1,136 | 912,775 | 881 | 293,765 |
| 1906..... | 2,008 | 1,229,246 | 1,178 | 959,338 | 825 | 269,908 |
| 1907..... | 2,000 | 1,321,000 | 1,219 | 1,070,771 | 781 | 250,229 |
| 1908..... | 2,021 | 1,391,186 | 1,275 | 1,162,673 | 746 | 228,513 |
| 1909..... | 2,074 | 1,418,506 | 1,339 | 1,230,112 | 735 | 218,394 |
| 1910..... | 2,078 | 1,495,815 | 1,377 | 1,291,354 | 701 | 204,461 |

| Year. | Power | Wood. | | Iron. | | Steel. | |
|----------|------------|---------|---------|---------|---------|---------|-----------|
| | | Number. | Tons | Number. | Tons. | Number. | Tons |
| 1890.... | Steam..... | 276 | 85,914 | 408 | 234,000 | 132 | 136,672 |
| | Sail..... | 1,995 | 837,551 | 65 | 46,309 | 2 | 1,570 |
| | Total..... | 2,271 | 923,465 | 473 | 280,318 | 134 | 138,242 |
| 1895.... | Steam..... | 278 | 88,414 | 351 | 216,351 | 229 | 231,756 |
| | Sail..... | 1,353 | 531,545 | 58 | 30,808 | 7 | 9,910 |
| | Total..... | 1,631 | 619,959 | 409 | 247,159 | 236 | 241,666 |
| 1900.... | Steam..... | 251 | 68,789 | 320 | 225,161 | 315 | 332,590 |
| | Sail..... | 927 | 326,915 | 50 | 29,989 | 19 | 17,722 |
| | Total..... | 1,178 | 395,704 | 370 | 255,150 | 334 | 350,312 |
| 1903.... | Steam..... | 286 | 77,925 | 303 | 208,307 | 411 | 487,963 |
| | Sail..... | 853 | 265,386 | 57 | 34,936 | 29 | 21,895 |
| | Total..... | 1,139 | 343,311 | 360 | 243,243 | 440 | 509,858 |
| 1904.... | Steam..... | 298 | 83,976 | 309 | 212,817 | 457 | 560,533 |
| | Sail..... | 815 | 248,980 | 60 | 39,214 | 32 | 22,614 |
| | Total..... | 1,113 | 332,956 | 369 | 252,031 | 489 | 583,147 |
| 1905.... | Steam..... | 314 | 87,543 | 300 | 216,266 | 497 | 598,483 |
| | Sail..... | 776 | 228,151 | 58 | 34,721 | 32 | 22,603 |
| | Total..... | 1,090 | 315,694 | 358 | 250,987 | 529 | 621,086 |
| 1906.... | Steam..... | 328 | 89,723 | 295 | 218,056 | 520 | 640,852 |
| | Sail..... | 721 | 203,018 | 54 | 34,117 | 35 | 24,453 |
| | Total..... | 1,049 | 292,741 | 349 | 252,173 | 564 | 665,366 |
| 1907.... | Steam..... | 326 | 86,402 | 287 | 206,021 | 582 | 768,330 |
| | Sail..... | 681 | 187,803 | 52 | 30,481 | 35 | 24,707 |
| | Total..... | 1,007 | 274,385 | 339 | 236,502 | 617 | 793,037 |
| 1908.... | Steam..... | 339 | 92,086 | 283 | 207,770 | 629 | 851,823 |
| | Sail..... | 653 | 171,546 | 51 | 31,824 | 31 | 19,077 |
| | Total..... | 992 | 263,632 | 334 | 239,594 | 660 | 870,900 |
| 1909.... | Steam..... | 351 | 91,876 | 275 | 198,629 | 689 | 929,235 |
| | Sail..... | 641 | 161,833 | 50 | 29,947 | 33 | 20,548 |
| | Total..... | 992 | 253,709 | 325 | 228,576 | 722 | 949,783 |
| 1910.... | Steam..... | 357 | 91,650 | 267 | 189,447 | 728 | 999,620 |
| | Sail..... | 613 | 149,481 | 46 | 27,356 | 32 | 21,875 |
| | Total..... | 970 | 241,131 | 313 | 216,803 | 760 | 1,021,498 |

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S
MERCHANT MARINE—Continued.

FRANCE.

| Year. | Total vessels | | Steam. | | Sail. | |
|-----------|---------------|-----------|---------|-------------|---------|-----------|
| | Number. | Tons. | Number. | Gross tons. | Number. | Net tons. |
| 1890..... | 1,380 | 1,045,102 | 526 | 809,598 | 854 | 235,504 |
| 1895..... | 1,164 | 1,094,752 | 671 | 903,105 | 593 | 191,647 |
| 1900..... | 1,214 | 1,350,562 | 662 | 1,052,193 | 552 | 288,369 |
| 1903..... | 1,355 | 1,622,016 | 717 | 1,153,761 | 638 | 468,255 |
| 1904..... | 1,376 | 1,693,366 | 755 | 1,252,457 | 621 | 440,909 |
| 1905..... | 1,497 | 1,728,038 | 764 | 1,260,973 | 733 | 467,065 |
| 1906..... | 1,508 | 1,741,195 | 780 | 1,253,737 | 728 | 487,458 |
| 1907..... | 1,483 | 1,761,783 | 809 | 1,284,368 | 674 | 477,415 |
| 1908..... | 1,517 | 1,883,894 | 869 | 1,416,987 | 648 | 466,907 |
| 1909..... | 1,509 | 1,893,593 | 884 | 1,445,976 | 625 | 447,617 |
| 1910..... | 1,465 | 1,882,280 | 875 | 1,448,172 | 590 | 434,108 |

| Year. | Power. | Wood. | | * Iron. | | Steel | |
|-----------|------------|---------|---------|---------|---------|---------|-----------|
| | | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1890..... | Steam..... | 5 | 827 | 421 | 619,692 | 97 | 188,659 |
| | Sail..... | 783 | 171,620 | 61 | 56,572 | 5 | 11,000 |
| | Total..... | 788 | 172,453 | 482 | 676,264 | 102 | 199,659 |
| 1895..... | Steam..... | 10 | 1,533 | 393 | 573,161 | 166 | 327,721 |
| | Sail..... | 496 | 97,910 | 66 | 57,538 | 28 | 34,758 |
| | Total..... | 506 | 99,443 | 459 | 630,703 | 194 | 362,479 |
| 1900..... | Steam..... | 11 | 1,619 | 349 | 483,359 | 301 | 566,651 |
| | Sail..... | 386 | 66,657 | 56 | 47,328 | 109 | 184,026 |
| | Total..... | 397 | 68,276 | 405 | 530,687 | 410 | 750,677 |
| 1903..... | Steam..... | 14 | 2,505 | 331 | 422,974 | 372 | 728,192 |
| | Sail..... | 385 | 66,027 | 38 | 30,542 | 215 | 371,686 |
| | Total..... | 399 | 68,532 | 369 | 453,516 | 587 | 1,099,878 |
| 1904..... | Steam..... | 16 | 3,219 | 327 | 417,220 | 411 | 831,540 |
| | Sail..... | 391 | 65,844 | 28 | 22,287 | 202 | 352,778 |
| | Total..... | 407 | 69,063 | 355 | 439,507 | 613 | 1,184,318 |
| 1905..... | Steam..... | 13 | 2,155 | 311 | 376,842 | 440 | 881,976 |
| | Sail..... | 513 | 92,660 | 27 | 23,320 | 193 | 351,079 |
| | Total..... | 526 | 94,815 | 338 | 400,168 | 633 | 1,233,055 |
| 1906..... | Steam..... | 14 | 2,365 | 294 | 350,616 | 472 | 900,756 |
| | Sail..... | 512 | 96,398 | 26 | 22,822 | 190 | 368,238 |
| | Total..... | 526 | 98,763 | 320 | 373,438 | 662 | 1,268,994 |
| 1907..... | Steam..... | 14 | 2,134 | 275 | 324,064 | 520 | 958,170 |
| | Sail..... | 464 | 87,438 | 25 | 23,018 | 185 | 366,959 |
| | Total..... | 478 | 89,572 | 300 | 347,082 | 705 | 1,325,129 |
| 1908..... | Steam..... | 17 | 2,736 | 261 | 307,355 | 591 | 1,106,896 |
| | Sail..... | 444 | 83,356 | 23 | 22,067 | 181 | 361,484 |
| | Total..... | 461 | 86,092 | 284 | 329,422 | 772 | 1,468,380 |
| 1909..... | Steam..... | 18 | 3,176 | 246 | 289,318 | 620 | 1,153,482 |
| | Sail..... | 429 | 80,082 | 22 | 21,435 | 174 | 346,100 |
| | Total..... | 447 | 83,258 | 268 | 310,753 | 794 | 1,499,582 |
| 1910..... | Steam..... | 16 | 2,750 | 229 | 273,735 | 630 | 1,171,687 |
| | Sail..... | 400 | 72,421 | 18 | 17,918 | 172 | 343,769 |
| | Total..... | 416 | 75,171 | 247 | 291,653 | 802 | 1,515,456 |

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

GERMANY.

| Year. | Total vessels. | | Steam. | | Sail. | |
|-----------|----------------|-----------|---------|-------------|---------|-----------|
| | Number. | Tons. | Number. | Gross tons. | Number. | Net tons. |
| 1890..... | 1,876 | 1,569,311 | 741 | 928,911 | 1,135 | 640,400 |
| 1895..... | 1,730 | 1,896,812 | 953 | 1,343,357 | 777 | 543,455 |
| 1900..... | 1,710 | 2,650,033 | 1,209 | 2,159,919 | 501 | 490,114 |
| 1903..... | 1,898 | 3,283,247 | 1,425 | 2,794,311 | 473 | 488,836 |
| 1904..... | 1,935 | 3,369,807 | 1,483 | 2,891,861 | 452 | 477,938 |
| 1905..... | 1,996 | 3,664,798 | 1,556 | 3,093,702 | 440 | 471,096 |
| 1906..... | 2,027 | 3,810,353 | 1,628 | 3,375,743 | 399 | 434,610 |
| 1907..... | 2,094 | 4,110,562 | 1,713 | 3,705,700 | 381 | 404,862 |
| 1908..... | 2,178 | 4,232,145 | 1,806 | 3,839,378 | 372 | 392,767 |
| 1909..... | 2,171 | 4,266,713 | 1,808 | 3,889,046 | 363 | 377,667 |
| 1910..... | 2,178 | 4,333,186 | 1,822 | 3,959,313 | 356 | 373,868 |

| Year. | Power. | Wood. | | Iron. | | Steel | |
|----------|------------|---------|---------|---------|---------|---------|-----------|
| | | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1890.... | Steam..... | 4 | 845 | 536 | 638 | 200 | 391,116 |
| | Sail..... | 906 | 405,789 | 191 | 184,003 | 28 | 41,831 |
| | Total..... | 910 | 406,634 | 727 | 720,641 | 228 | 432,947 |
| 1895.... | Steam..... | 1 | 204 | 476 | 446,842 | 476 | 896,311 |
| | Sail..... | 462 | 175,213 | 200 | 207,663 | 109 | 154,521 |
| | Total..... | 463 | 175,417 | 676 | 654,505 | 585 | 1,050,832 |
| 1900.... | Steam..... | 1 | 203 | 378 | 322,808 | 826 | 1,835,909 |
| | Sail..... | 145 | 76,901 | 163 | 176,628 | 189 | 234,600 |
| | Total..... | 146 | 77,104 | 541 | 499,436 | 1,015 | 2,070,509 |
| 1903.... | Steam..... | 3 | 690 | 341 | 282,663 | 1,081 | 2,510,958 |
| | Sail..... | 89 | 46,749 | 118 | 138,086 | 266 | 304,101 |
| | Total..... | 92 | 47,439 | 459 | 420,749 | 1,347 | 2,815,059 |
| 1904.... | Steam..... | | | 324 | 261,920 | 1,187 | 2,629,570 |
| | Sail..... | 67 | 33,615 | 107 | 126,206 | 276 | 317,799 |
| | Total..... | 67 | 33,615 | 431 | 388,126 | 1,463 | 2,947,369 |
| 1905.... | Steam..... | | | 308 | 247,762 | 1,247 | 2,845,798 |
| | Sail..... | 57 | 26,146 | 98 | 115,172 | 283 | 320,400 |
| | Total..... | 57 | 26,146 | 406 | 362,934 | 1,530 | 3,175,258 |
| 1906.... | Steam..... | | | 282 | 223,115 | 1,344 | 3,152,310 |
| | Sail..... | 44 | 21,805 | 80 | 95,354 | 273 | 317,133 |
| | Total..... | 44 | 21,805 | 362 | 318,469 | 1,617 | 3,469,443 |
| 1907.... | Steam..... | | | 255 | 190,513 | 1,456 | 3,514,874 |
| | Sail..... | 37 | 17,671 | 61 | 71,121 | 280 | 315,586 |
| | Total..... | 37 | 17,671 | 316 | 261,634 | 1,736 | 3,830,460 |
| 1908.... | Steam..... | | | 240 | 174,746 | 1,564 | 3,664,319 |
| | Sail..... | 36 | 15,366 | 52 | 61,743 | 281 | 315,174 |
| | Total..... | 36 | 15,366 | 292 | 236,489 | 1,845 | 3,979,493 |
| 1909.... | Steam..... | | | 220 | 153,666 | 1,586 | 3,735,667 |
| | Sail..... | 32 | 12,988 | 46 | 57,075 | 282 | 307,120 |
| | Total..... | 32 | 12,988 | 266 | 210,741 | 1,868 | 4,042,787 |
| 1910.... | Steam..... | | | 209 | 143,985 | 1,612 | 3,815,162 |
| | Sail..... | 30 | 13,537 | 37 | 43,950 | 286 | 315,897 |
| | Total..... | 30 | 13,537 | 246 | 187,935 | 1,898 | 4,131,059 |

4. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—(Continued).

JAPAN ^a

| Year. | Total vessels | | Steam. | | Sail. | |
|-----------|---------------|-----------|--------|-------------|---------|-----------|
| | Number | Tons. | Number | Gross tons. | Number. | Net tons. |
| 1890..... | 289 | 171,554 | 212 | 300,625 | 124 | 33,123 |
| 1895..... | 419 | 301,101 | 339 | 279,668 | 80 | 21,433 |
| 1900..... | 1,066 | 574,557 | 484 | 488,187 | 582 | 80,370 |
| 1903..... | 1,566 | 720,818 | 544 | 585,542 | 1,012 | 141,276 |
| 1904..... | 598 | 671,417 | 591 | 628,300 | 7 | 3,057 |
| 1905..... | 697 | 873,552 | 691 | 870,889 | 6 | 2,713 |
| 1906..... | 782 | 1,000,093 | 775 | 996,553 | 7 | 3,540 |
| 1907..... | 835 | 1,071,876 | 829 | 1,068,747 | 6 | 3,129 |
| 1908..... | 870 | 1,142,468 | 865 | 1,140,177 | 5 | 2,291 |
| 1909..... | 865 | 1,152,800 | 861 | 1,150,868 | 4 | 1,942 |
| 1910..... | 851 | 1,140,222 | 840 | 1,146,977 | 5 | 2,245 |

| Year. | Power | Wood | | Iron | | Steel. | |
|----------|------------|--------|---------|---------|---------|--------|---------|
| | | Number | Tons | Number. | Tons | Number | Tons. |
| 1890.. | Steam..... | 68 | 25,036 | 80 | 82,357 | 13 | 27,103 |
| | Sail..... | 122 | 32,238 | 2 | 855 | 124 | 33,123 |
| | Total..... | 190 | 58,174 | 82 | 83,242 | 137 | 60,226 |
| 1895.... | Steam..... | 173 | 39,087 | 122 | 154,532 | 38 | 83,473 |
| | Sail..... | 79 | 20,934 | 1 | 499 | ... | ... |
| | Total .. | 252 | 60,021 | 123 | 155,031 | 38 | 83,473 |
| 1900.... | Steam..... | 253 | 56,057 | 120 | 168,159 | 102 | 259,799 |
| | Sail..... | 580 | 84,530 | ... | ... | 1 | 945 |
| | Total..... | 833 | 140,987 | 120 | 168,159 | 103 | 260,744 |
| 1903.... | Steam..... | 274 | 65,377 | 121 | 181,385 | 140 | 331,475 |
| | Sail..... | 1,042 | 141,276 | ... | ... | ... | ... |
| | Total.. | 1,316 | 206,653 | 121 | 184,385 | 140 | 331,475 |
| 1904.... | Steam..... | 285 | 68,988 | 128 | 199,484 | 169 | 395,584 |
| | Sail..... | 7 | 3,057 | ... | ... | ... | ... |
| | Total.. | 292 | 72,045 | 128 | 199,484 | 169 | 395,584 |
| 1905.... | Steam..... | 299 | 75,225 | 144 | 238,588 | 234 | 550,355 |
| | Sail..... | 6 | 2,713 | ... | ... | ... | ... |
| | Total..... | 305 | 77,938 | 144 | 238,588 | 234 | 550,355 |
| 1906.... | Steam..... | 308 | 79,785 | 164 | 264,432 | 290 | 646,144 |
| | Sail..... | 7 | 3,540 | ... | ... | ... | ... |
| | Total..... | 315 | 83,325 | 164 | 264,432 | 290 | 646,144 |
| 1907.... | Steam..... | 321 | 84,107 | 159 | 259,536 | 338 | 719,521 |
| | Sail..... | 6 | 3,129 | ... | ... | ... | ... |
| | Total..... | 327 | 87,236 | 159 | 259,536 | 338 | 719,521 |
| 1908.... | Steam..... | 321 | 83,375 | 148 | 241,277 | 383 | 808,847 |
| | Sail..... | 5 | 2,291 | ... | ... | ... | ... |
| | Total..... | 326 | 85,666 | 148 | 241,277 | 383 | 808,847 |
| 1909.... | Steam..... | 310 | 78,129 | 134 | 223,995 | 404 | 842,056 |
| | Sail..... | 4 | 1,942 | ... | ... | ... | ... |
| | Total..... | 314 | 80,071 | 134 | 223,995 | 404 | 842,056 |
| 1910.... | Steam..... | 306 | 78,053 | 124 | 208,692 | 408 | 855,477 |
| | Sail..... | 5 | 2,245 | ... | ... | ... | ... |
| | Total..... | 311 | 80,298 | 124 | 208,692 | 408 | 855,477 |

^a Japanese sailing vessels of under 300 net tons are not recorded in Lloyd's.

5. TOTAL NUMBER AND TONNAGE OF STEAM VESSELS (OVER 100 TONS) AND SAILING VESSELS (OVER 50 TONS).

[Recorded by Bureau Veritas.]

THE WORLD.

| Year. | Steam (over 100 tons). | | Sail (over 50 tons). | | Potential tonnage. |
|-----------|------------------------|-------------|----------------------|------------|--------------------|
| | Number. | Gross tons. | Number. | Net tons. | |
| 1890..... | 9,638 | 12,825,709 | 33,879 | 10,540,051 | 43,687,030 |
| 1895..... | 10,896 | 16,338,513 | 29,570 | 9,323,995 | 50,704,795 |
| 1900..... | 12,289 | 21,787,000 | 27,982 | 8,200,889 | 62,068,253 |
| 1903..... | 13,381 | 26,158,358 | 27,705 | 8,060,305 | 73,334,581 |
| 1904..... | 17,532 | 27,900,457 | 26,873 | 7,812,957 | 76,567,601 |
| 1905..... | 14,018 | 28,369,140 | 27,122 | 7,420,679 | 78,617,087 |
| 1906..... | 14,650 | 30,256,336 | 20,679 | 7,550,273 | 83,250,305 |
| 1907..... | 14,985 | 32,169,350 | 25,870 | 7,245,608 | 87,304,540 |
| 1908..... | 15,202 | 33,331,888 | 25,166 | 6,903,730 | 89,527,042 |
| 1909..... | 15,380 | 33,745,240 | 24,801 | 6,752,335 | 90,785,471 |
| 1910..... | 15,052 | 34,618,806 | 23,362 | 6,412,211 | 93,132,579 |

BRITISH.

| Year. | Number. | Gross tons. | Number. | Net tons. | Potential tonnage. |
|-----------|---------|-------------|---------|-----------|--------------------|
| 1890..... | 5,302 | 8,043,872 | 10,559 | 3,693,650 | 24,119,974 |
| 1895..... | 5,771 | 9,984,280 | 8,793 | 3,333,607 | 28,258,883 |
| 1900..... | 5,649 | 11,859,581 | 7,326 | 2,513,307 | 32,060,443 |
| 1903..... | 5,929 | 13,006,072 | 6,830 | 2,100,443 | 36,907,579 |
| 1904..... | 8,406 | 11,889,175 | 6,773 | 2,080,243 | 38,621,155 |
| 1905..... | 6,070 | 14,019,578 | 6,589 | 1,612,360 | 39,006,950 |
| 1906..... | 6,249 | 15,748,424 | 6,338 | 1,307,443 | 40,937,219 |
| 1907..... | 6,321 | 16,612,305 | 6,116 | 1,083,323 | 42,417,123 |
| 1908..... | 6,351 | 16,976,010 | 5,712 | 1,590,550 | 43,010,354 |
| 1909..... | 6,411 | 17,189,989 | 5,692 | 1,474,306 | 43,937,822 |
| 1910..... | 6,503 | 17,506,724 | 4,703 | 1,306,843 | 44,716,435 |

AMERICAN.

| Year. | Number. | Gross tons. | Number. | Net tons. | Potential tonnage. |
|-----------|---------|-------------|---------|-----------|--------------------|
| 1890..... | 419 | 533,333 | 3,406 | 1,445,016 | 2,948,816 |
| 1895..... | 447 | 703,399 | 3,824 | 1,302,317 | 3,305,885 |
| 1900..... | 674 | 1,183,851 | 3,671 | 1,300,078 | 4,594,546 |
| 1903..... | 840 | 1,610,406 | 3,751 | 1,454,152 | 6,003,704 |
| 1904..... | 901 | 1,720,176 | 3,550 | 1,466,819 | 6,126,891 |
| 1905..... | 876 | 1,750,327 | 3,765 | 1,513,178 | 6,267,710 |
| 1906..... | 885 | 1,761,287 | 3,695 | 1,499,035 | 6,274,347 |
| 1907..... | 929 | 1,881,245 | 3,615 | 1,462,843 | 6,516,743 |
| 1908..... | 950 | 1,959,985 | 3,532 | 1,408,513 | 6,683,909 |
| 1909..... | 906 | 1,838,565 | 3,496 | 1,395,910 | 6,322,626 |
| 1910..... | 921 | 1,891,552 | 3,465 | 1,357,789 | 6,418,413 |

GERMAN.

| Year. | Number. | Gross tons. | Number. | Net tons. | Potential tonnage. |
|-----------|---------|-------------|---------|-----------|--------------------|
| 1890..... | 689 | 930,754 | 1,398 | 706,475 | 3,831,203 |
| 1895..... | 826 | 1,306,771 | 1,105 | 597,862 | 4,343,766 |
| 1900..... | 1,031 | 2,169,029 | 955 | 551,025 | 5,962,785 |
| 1903..... | 1,193 | 2,767,493 | 914 | 628,267 | 7,345,747 |
| 1904..... | 1,479 | 2,887,130 | 948 | 500,010 | 7,635,342 |
| 1905..... | 1,273 | 3,033,333 | 955 | 492,411 | 8,031,947 |
| 1906..... | 1,351 | 3,415,193 | 991 | 516,916 | 8,955,116 |
| 1907..... | 1,354 | 3,631,961 | 969 | 444,314 | 9,515,838 |
| 1908..... | 1,374 | 3,743,890 | 1,007 | 458,663 | 9,770,731 |
| 1909..... | 1,356 | 3,763,871 | 1,036 | 447,991 | 9,699,203 |
| 1910..... | 1,372 | 3,804,824 | 979 | 441,881 | 10,366,125 |

FRENCH.

| Year. | Number. | Gross tons. | Number. | Net tons. | Potential tonnage. |
|-----------|---------|-------------|---------|-----------|--------------------|
| 1890..... | 471 | 805,983 | 1,627 | 298,787 | 2,238,747 |
| 1895..... | 501 | 864,598 | 1,459 | 255,095 | 2,100,083 |
| 1900..... | 545 | 1,060,238 | 1,396 | 341,037 | 2,694,193 |
| 1903..... | 556 | 1,139,575 | 1,449 | 535,703 | 2,907,083 |
| 1904..... | 835 | 1,266,480 | 1,440 | 494,123 | 3,040,147 |
| 1905..... | 577 | 1,222,008 | 1,414 | 517,069 | 3,380,813 |
| 1906..... | 586 | 1,234,027 | 1,356 | 517,097 | 3,399,685 |
| 1907..... | 574 | 1,257,814 | 1,313 | 521,400 | 3,469,128 |
| 1908..... | 598 | 1,442,203 | 1,250 | 510,397 | 3,718,865 |
| 1909..... | 602 | 1,345,294 | 1,217 | 494,479 | 3,642,635 |
| 1910..... | 609 | 1,416,096 | 1,155 | 482,848 | 3,790,324 |

5. TOTAL NUMBER AND TONNAGE OF STEAM VESSELS (OVER 100 TONS) AND SAILING VESSELS (OVER 50 TONS)—Continued.

NORWEGIAN.

| Year | Steam (over 100 tons). | | Sail (over 50 tons). | | Potential tonnage. |
|-----------|------------------------|-------------|----------------------|-----------|--------------------|
| | Number. | Gross tons. | Number. | Net tons. | |
| 1890..... | 371 | 246,052 | 3,567 | 1,405,934 | 2,111,610 |
| 1895..... | 530 | 456,317 | 2,959 | 1,240,159 | 2,385,531 |
| 1900..... | 719 | 769,242 | 2,123 | 898,761 | 2,815,977 |
| 1902..... | 804 | 863,146 | 1,837 | 807,125 | 2,960,489 |
| 1903..... | 844 | 925,683 | 1,740 | 767,981 | 3,009,533 |
| 1904..... | 1,037 | 1,030,637 | 1,661 | 749,354 | 3,302,578 |
| 1905..... | 916 | 1,057,822 | 1,647 | 741,970 | 3,374,910 |
| 1906..... | 955 | 1,147,677 | 1,670 | 755,289 | 3,623,001 |
| 1907..... | 1,021 | 1,257,774 | 1,345 | 702,815 | 3,894,223 |
| 1908..... | 1,074 | 1,311,379 | 1,284 | 666,601 | 4,032,517 |
| 1909..... | 1,093 | 1,304,401 | 1,197 | 623,258 | 3,997,644 |
| 1910..... | 1,099 | 1,396,151 | 1,116 | 608,010 | 4,037,086 |

6 CONSTRUCTION.

Vessels built in the world (over 100 tons) according to Lloyd's (including vessels not recorded in Lloyd's).

| Year. | Total vessels. | | Steam | | Sail. | |
|-----------|----------------|-----------|---------|-------------|---------|-----------|
| | Number. | Tons. | Number. | Gross tons. | Number. | Net tons. |
| 1890..... | 1,302 | 1,646,809 | 880 | 1,328,541 | 422 | 318,268 |
| 1895..... | 794 | 1,211,615 | 629 | 1,114,019 | 165 | 97,596 |
| 1900..... | 1,285 | 2,208,938 | 906 | 2,046,339 | 319 | 222,599 |
| 1902..... | 1,336 | 2,346,315 | 900 | 2,218,600 | 436 | 285,340 |
| 1903..... | 1,251 | 1,979,675 | 962 | 1,847,712 | 289 | 131,863 |
| 1904..... | 1,213 | 1,898,629 | 965 | 1,776,135 | 248 | 122,394 |
| 1905..... | 1,181 | 2,302,467 | 1,051 | 2,253,032 | 130 | 49,435 |
| 1906..... | 1,375 | 2,697,004 | 1,270 | 2,658,082 | 105 | 38,922 |
| 1907..... | 1,382 | 2,784,639 | 1,263 | 2,741,416 | 119 | 43,223 |
| 1908..... | 993 | 1,761,685 | 872 | 1,706,396 | 121 | 55,189 |
| 1909..... | 899 | 1,651,532 | 758 | 1,510,070 | 141 | 41,462 |

| Year. | Power. | Wood. | | Iron. | | Steel. | |
|----------|------------|---------|---------|---------|--------|---------|-----------|
| | | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1890.... | Steam..... | 60 | 167,974 | 135 | 74,157 | 685 | 1,234,183 |
| | Sail..... | 377 | 160,201 | 10 | 9,294 | 95 | 111,000 |
| | Total..... | 437 | 188,175 | 145 | 83,451 | 780 | 1,375,183 |
| 1895.... | Steam..... | 27 | 10,312 | 58 | 9,769 | 544 | 1,093,938 |
| | Sail..... | 120 | 38,875 | ..... | ..... | 45 | 58,721 |
| | Total..... | 147 | 49,187 | 58 | 9,769 | 589 | 1,152,659 |
| 1900.... | Steam..... | 60 | 27,208 | 72 | 14,734 | 834 | 2,004,397 |
| | Sail..... | 212 | 102,084 | ..... | ..... | 107 | 120,515 |
| | Total..... | 272 | 129,292 | 72 | 14,734 | 941 | 2,124,912 |
| 1903.... | Steam..... | 56 | 18,045 | 6 | 2,164 | 900 | 1,827,593 |
| | Sail..... | 220 | 65,867 | ..... | ..... | 69 | 65,996 |
| | Total..... | 276 | 83,912 | 6 | 2,164 | 969 | 1,893,499 |
| 1904.... | Steam..... | 64 | 21,758 | 6 | 1,351 | 895 | 1,753,020 |
| | Sail..... | 194 | 90,667 | ..... | ..... | 54 | 31,727 |
| | Total..... | 258 | 112,425 | 6 | 1,351 | 949 | 1,784,753 |

6. CONSTRUCTION—Continued.

Vessels built in the world (over 100 tons) according to Lloyd's (including vessels not recorded in Lloyd's)—Continued.

| Year. | Power. | Wood. | | Iron | | Steel | |
|-------|------------|--------|--------|---------|-------|---------|-----------|
| | | Number | Tons | Number. | Tons. | Number. | Tons |
| 1905 | Steam..... | 55 | 18,010 | 1 | 342 | 992 | 2,234,080 |
| | Sail..... | 109 | 30,022 | ... | ... | 21 | 13,413 |
| | Total..... | 167 | 54,032 | 1 | 342 | 1,013 | 2,247,493 |
| 1906 | Steam..... | 72 | 29,140 | 2 | 577 | 1,196 | 2,628,365 |
| | Sail..... | 73 | 21,557 | ... | ... | 32 | 17,365 |
| | Total..... | 145 | 50,697 | 2 | 577 | 1,228 | 2,645,730 |
| 1907 | Steam..... | 66 | 24,808 | 1 | 440 | 1,196 | 2,716,162 |
| | Sail..... | 91 | 31,013 | ... | ... | 25 | 12,210 |
| | Total..... | 160 | 55,821 | 1 | 440 | 1,221 | 2,728,372 |
| 1908 | Steam..... | 50 | 20,812 | ... | ... | 822 | 1,685,584 |
| | Sail..... | 90 | 35,300 | ... | ... | 31 | 19,889 |
| | Total..... | 140 | 56,112 | ... | ... | 853 | 1,705,473 |
| 1909 | Steam..... | 35 | 7,085 | ... | ... | 723 | 1,502,985 |
| | Sail..... | 80 | 20,760 | ... | ... | 61 | 20,702 |
| | Total..... | 115 | 27,845 | ... | ... | 784 | 1,523,687 |

| Year | All nations | | | | United Kingdom | | | |
|-----------|-------------|---------|-------|-----------|----------------|---------|--------|-----------|
| | Sail. | | Steam | | Sail | | Steam. | |
| | No | Tons | No | Tons. | No. | Tons. | No. | Tons. |
| 1890..... | 482 | 318,268 | 880 | 1,328,511 | 84 | 121,015 | 632 | 1,076,220 |
| 1895..... | 165 | 97,596 | 629 | 1,114,019 | 29 | 36,989 | 403 | 919,308 |
| 1900..... | 319 | 222,599 | 966 | 2,040,839 | 6 | 6,666 | 645 | 1,452,802 |
| 1902..... | 436 | 285,340 | 900 | 2,060,975 | 10 | 36,381 | 537 | 1,370,327 |
| 1903..... | 289 | 131,863 | 962 | 1,847,712 | 10 | 19,300 | 542 | 1,128,887 |
| 1904..... | 248 | 122,394 | 965 | 1,776,135 | 22 | 20,742 | 535 | 1,170,038 |
| 1905..... | 180 | 49,435 | 1,051 | 2,253,032 | 3 | 2,461 | 667 | 1,510,193 |
| 1906..... | 105 | 38,622 | 1,270 | 2,658,082 | 13 | 6,261 | 737 | 1,746,741 |
| 1907..... | 119 | 43,223 | 1,263 | 2,741,416 | 10 | 6,066 | 718 | 1,709,509 |
| 1908..... | 121 | 55,189 | 872 | 1,706,396 | 4 | 7,807 | 433 | 922,415 |
| 1909..... | 141 | 41,402 | 758 | 1,510,070 | 11 | 2,910 | 452 | 968,203 |

| Year. | France | | | | Germany. | | | |
|-----------|--------|---------|--------|--------|----------|--------|--------|---------|
| | Sail | | Steam. | | Sail. | | Steam. | |
| | No. | Tons | No. | Tons. | No | Tons. | No. | Tons. |
| 1890..... | 18 | 6,866 | 11 | 27,666 | 12 | 15,083 | 56 | 87,382 |
| 1895..... | 20 | 8,071 | 11 | 14,683 | 1 | 3,851 | 62 | 76,676 |
| 1900..... | 52 | 70,224 | 13 | 31,094 | 20 | 8,671 | 70 | 203,179 |
| 1902..... | 86 | 107,845 | 15 | 48,974 | 12 | 10,170 | 74 | 186,135 |
| 1903..... | 23 | 8,832 | 21 | 66,010 | 7 | 6,593 | 89 | 153,112 |
| 1904..... | 27 | 4,611 | 25 | 75,508 | 7 | 2,187 | 109 | 192,249 |
| 1905..... | 14 | 2,130 | 17 | 72,075 | 8 | 6,298 | 105 | 231,832 |
| 1906..... | 7 | 1,069 | 26 | 32,290 | 11 | 4,757 | 144 | 301,019 |
| 1907..... | 8 | 1,103 | 36 | 67,010 | 5 | 1,151 | 135 | 255,139 |
| 1908..... | 7 | 1,043 | 33 | 83,114 | 6 | 2,844 | 79 | 189,898 |
| 1909..... | 14 | 2,174 | 20 | 43,891 | 11 | 3,870 | 62 | 121,438 |

7 SHIPBUILDING AT HOME AND ABROAD IN 1909.

[Lloyd's Register, London, January, 1910.]

UNITED KINGDOM

Particulars of total output.—During 1909, exclusive of war ships, 526 vessels of 991,066 tons gross (viz, 465 steamers of 972,799 tons and 61 sailing vessels of 18,267 tons) have been launched in the United Kingdom. The war ships launched at both government and private yards amount to 42 of 126,230 tons displacement. The total output of the United Kingdom for the year has therefore been 568 vessels of 1,117,296 tons. These totals are analyzed in the accompanying tables, but the following notes will also be of interest. In these notes war ships are excluded from consideration except where they are specially mentioned.

The output of mercantile tonnage in the United Kingdom during 1909 shows an increase of 61,397 tons on that of last year. It is, however, the lowest total recorded by the society for twelve years, with the exception of 1908. As regards war vessels, the total for 1909 is 52,044 tons more than in 1908.

Practically the whole of the tonnage launched has been built of steel, and over 98½ per cent is composed of steam tonnage.

Comparison of tonnage afloat, 1908-9.—Of the total output, 75½ per cent, or 749,221 tons (738,142 steam tons and 11,079 sailing tons), has been built for registration in the United Kingdom. In this connection it should be noted that the tonnage of United Kingdom vessels lost, broken up, etc., during the last twelve months appears, from the information at present in the possession of Lloyd's Register, to have been 356,506 tons (316,574 steam, 39,932 sail). Sales to foreign and colonial owners for the twelve months ended November, 1909, according to the Registrar General's Returns, reached a total of 396,298 tons (311,451 steam, 84,847 sail). On the other hand, 3,748 tons (2,468 steam, 1,280 sail) were built abroad for United Kingdom owners, and purchases from foreign and colonial owners during the same period amounted to 26,995 tons (25,457 steam, 1,538 sail). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 111,000 tons, and the steam tonnage to have increased by 138,000 tons. The net increase of United Kingdom tonnage at the end of 1909 is therefore about 27,000 tons. For the previous five years the estimated net increases were as follows: 1904, 429,000 tons; 1905, 469,000 tons; 1906, 764,000 tons (the highest figures on record); 1907, 426,800 tons; 1908, 169,000 tons. The smallness of the increase for 1909 is to be ascribed to the very large amount of old tonnage which has been sold foreign or broken up.

Vessels launched for abroad.—The amount of tonnage launched for abroad during 1909 was 241,845 tons, forming 24½ per cent of the total output, as compared with 40 per cent in 1908, 34 per cent in 1907, 20½ per cent in 1906, 21½ per cent in 1905, 18½ per cent in 1904, 18 per cent in 1903 and 1902, and 23 per cent in 1901 and 1900. As in 1908, the British colonies have provided the largest amount of work for the shipbuilders of the United Kingdom, viz, 70 vessels of 60,027 tons (6 per cent of the total output). Holland occupies the second position with 26,639 tons, being followed by Norway (19,173 tons), Belgium (18,076 tons), Brazil (17,854 tons), and Sweden (17,219 tons).

Size and speed of vessels.—The number of large steamers launched in the United Kingdom during 1909 has been less than during any of the previous four years. During the years 1893-1896, on an average, 10 vessels of 6,000 tons and upward were launched per annum in the United Kingdom; in the following four years, 1897-1900, the average rose to 32, at which figure it stood for the four years 1901-1904, and at 30 for the four years 1905-1908. During 1909 only 19 such vessels were launched. Of vessels of 10,000 tons and upward only 3 were launched in the four years 1893-1896; 24 were launched during the four years 1897-1900; 27 were launched during the four years 1901-1904, and a similar number during the four years 1905-1908.

During 1909, 6 vessels of 10,000 tons and above were launched, the names of which are as follows:

| | Tons gross | | Tons gross. |
|----------------------|------------|--------------|-------------|
| Balmoral Castle..... | 18, 000 | Otranto..... | 12, 124 |
| Orvieto..... | 12, 130 | Mantua..... | 10, 885 |
| Osterley..... | 12, 129 | Ruahine..... | 10, 758 |

At the present time there are under construction 37 vessels of 6,000 tons and upward, of which 8 are of over 10,000 tons each.

The average tonnage of steamers launched in the United Kingdom during 1909 is 2,092 tons, but if steamers of less than 500 tons be excluded the average of the remaining steamers reaches 3,080 tons gross.

Of the vessels launched in the United Kingdom 16 are capable of a speed of 17 knots and above. The fastest of these vessels is the turbine yacht *Winchester* (26 knots). The fastest merchant vessels are 5 steamers intended for channel service (2 turbine and 3 twin-screw vessels), all of which attain the high speed of 22 knots.

Output of leading ports.—The Glasgow district occupies the first place among the principal shipbuilding centers of the country, showing an output of 204,451 tons. Then follow in order Newcastle (182,235 tons), Greenock (167,658 tons), Sunderland (132,371 tons), Belfast (118,295 tons), Middlesborough (62,492 tons), and Hartlepool (57,712 tons). In war-ship tonnage Barrow leads with 46,450 tons, followed by Portsmouth with 38,650 tons, and Glasgow, 16,290 tons.

Turbine vessels.—Five vessels in which the turbine method of propulsion has been adopted were launched in the United Kingdom during 1909. Their names are as follows:

| | Tons gross. | | Tons gross. |
|---------------------|-------------|-------------------------|-------------|
| Huallaga..... | 3,305 | Duke of Cumberland..... | 2,052 |
| Ucayali..... | 3,305 | Winchester (yacht)..... | 149 |
| Duke of Argyll..... | 2,052 | | |

At the end of 1909 there were under construction in the United Kingdom 3 merchant vessels of about 5,700 tons which are to be fitted with steam turbines, and 3 large vessels which will have turbines as well as reciprocating engines.

Other special types.—During 1909, 9 steamers built to carry oil in bulk were launched. One of these, it may be noted, has been constructed on the longitudinal framing system. The returns also include 6 other vessels on the above system; the steamship *Monitoria*, representing a novel design of construction in the form of two corrugations worked in the shell plating of the sides; 7 vessels of the turret-deck, trunk-deck, and wing-tank types; 59 steam trawlers and other fishing vessels; 42 dredgers, barges, etc.; 21 tugs; 3 yachts; and other vessels designed for special service. Besides these 62 vessels, principally intended for river and harbor purposes, have been built in the United Kingdom and taken to pieces for shipment abroad.

Progress of work in hand during the year.—As regards the movement of the shipbuilding industry during the course of 1909, Lloyd's Register Returns show that at the opening of the year, irrespective of war ships, 764,520 tons (760,269 steam, 4,251 sail) were being built in the United Kingdom. The returns for the March quarter indicated an increase of over 148,000 tons in the work in hand; the June returns, however, showed a decrease of 166,000 tons on the previous quarter. A slight increase was observable in the September figures, and since then the total has reached practically the amount at which it stood at the end of March, viz, 913,000 tons. The total war-ship tonnage under construction in the country is now 273,210 tons displacement, as compared with 219,271 at the end of 1908.

COLONIES AND FOREIGN COUNTRIES.

Particulars of total output.—Attention is drawn to the statistics given in Tables VII and VIII, from which it appears that there have been built abroad during the year 537 vessels of 610,991 tons (348 steamers of 564,771 tons and 189 sailing vessels of 46,220 tons). These figures show a decrease of over 292,000 tons as compared with those for 1908. Among foreign countries the leading places are held by the United States of America (209,604 tons), Germany (128,696 tons), Holland (59,106 tons), Japan (52,319 tons), France (42,197 tons), and Italy (31,217 tons).

The total output of war vessels (109 of 278,245 tons displacement) shows an increase of about 43,000 tons displacement on the figures of the preceding year.

United States.—The total mercantile tonnage reported from the United States (209,604 tons) is 95,000 tons smaller than that of the previous year; the decrease in the tonnage built for service on the coast amounts to 78,000 tons, and in that built for the Great Lakes to about 17,000 tons. The figures for the Great Lakes include 15 steamers of over 5,000 tons, the largest of which was the *Shenango*, of 8,047 tons, launched by the Great Lakes Engineering Works, of Detroit, Mich.

The largest seagoing merchant steamer launched was the *Wilhelmina*, of 6,975 tons, built at Newport News, Va., the only merchant vessel of over 5,000 tons launched on the coast during the year. There was also launched, at Bath, Me., the wood 6-masted schooner *Wyoming*, of 3,730 tons.

Only one other sailing vessel of over 1,000 tons was launched during 1909.

It should be stated that the above figures do not include river and harbor vessels, the total of which amounts to over 33,000 tons.

Germany.—The returns show a decrease of 79,000 tons in the shipbuilding output as compared with last year. During the years 1900-1904 the average yearly output was

about 204,000 tons. In 1905, 255,000 tons were launched, and in 1906, 318,000 tons. Since then there has been a considerable decrease, the present figures (128,696) being about 190,000 tons less than three years ago. These figures do not take into account vessels launched on the upper rivers, the total of which amounts to about 27,000 tons.

Seven steamers of 5,000 tons and upward were launched in the country during 1909, the largest being of 6,742 tons.

A training ship of about 1,600 tons was also launched in Germany, this being the only steel sailing vessel of any importance launched in the world during 1909.

Holland.—The total tonnage (59,106 tons) launched in Holland during the past year does not include vessels known to be exclusively intended for river navigation. From returns received from that country, it appears that the tonnage of barges, lighters, and other river vessels launched during 1909 amounts to about 19,000 tons.

Three steamers of 5,000 tons and upward were launched, the largest being the *Frisia*, 7,442 tons, built at Flushing.

Japan.—The figures for Japan (52,319 tons) show a decrease of over 7,000 tons as compared with those of 1908. They include, however, 5 steamers of over 6,000 tons each. Of these, the *Kiyo Maru*, an oil-carrying vessel of 9,300 tons, was the largest.

France.—The upward tendency in the output of new tonnage in France, which was apparent in the figures for the years 1907 and 1908 is shown by the Returns for 1909 to have ceased, the present total (42,197 tons) being only just over half that for 1908.

The largest steamer launched during the year was the *Espagne* of about 11,000 tons.

Italy.—The figures for Italy (31,217 tons), while showing a slight increase on those for 1908 (26,864 tons), are considerably below the average output for the years 1900-1907.

The present returns include 3 steamers of over 7,000 tons each, the largest of which is the *Oceanu*, 8,996 tons.

COMPARISON OF OUTPUT IN THE UNITED KINGDOM AND ABROAD.

The returns under review show that a considerable decrease, as compared with the 1908 figures, is recorded in the case of nearly every country and is especially noticeable in France (over 49 per cent), Germany (nearly 40 per cent), and the United States (over 31 per cent). On the other hand, the tonnage launched in the United Kingdom shows, as previously stated, an advance of 61,397 tons (or 6.6 per cent) on the output for 1908.

Of the tonnage launched during 1909, the United Kingdom has acquired nearly 47 per cent. Of the total merchant tonnage output of the world during 1909, nearly 62 per cent was launched in the United Kingdom; but, if only seagoing merchant steamers of 3,000 tons gross and upward be taken into account, out of the total of 180 such steamers, of 892,078 tons, launched in the world, nearly 75 per cent of the tonnage has been launched in the United Kingdom.

SUMMARY OF WORLD'S OUTPUT.

Table VII shows that the total output of the world during 1909 (exclusive of war ships) appears to have been 1,602,057 tons (1,537,570 steam, 64,487 sail). According to the latest returns received by Lloyd's Register, the tonnage of all nationalities totally lost, broken up, etc., during the twelve months amounts to about 868,000 tons (605,000 steam, 263,000 sail).

The net increase of the world's mercantile tonnage at the end of 1909 is thus about 734,000 tons. Sailing tonnage has been reduced by 199,000 tons, while steam tonnage has increased by 933,000 tons.

Vessels classed by Lloyd's Register.—Of the vessels launched during 1909, 398 of 790,541 tons (including 63 vessels of 160,760 tons launched abroad), have been built under the society's inspection with a view to classification in Lloyd's Register Book.

War-ship tonnage.—It may be of interest to mention that the nationality of the battle ships recorded in Table VI as launched for other countries is as follows: One of 19,200 tons for Brazil, one of 14,225 tons for Austria-Hungary, and one of 6,416 tons for Holland. Excluding the latter vessel, the average displacement of the battle ships and large armored cruisers launched during 1909 is no less than 18,687 tons.

Table Xb distinguishes the total tonnage launched in each year in the United Kingdom from that launched abroad. As no British war ships have been launched abroad, it may be remarked that if the total tonnage of British war ships, Table Xa, is deducted from the total tonnage built in the United Kingdom, Table Xb, there remain 151 war ships of 354,331 tons displacement built in the United Kingdom for various foreign navies during the last eighteen years.

The following tables (I-V) summarize the shipbuilding work of the United Kingdom during 1909. In several instances the totals for 1907 and 1908 have also been given for convenience of comparison.

TABLE I.—*Vessels launched in the United Kingdom, 1889-1909*

| Year | Steam. | | Sail | | Total. | |
|-----------|---------|------------|--------|-------------|---------|-------------|
| | Number. | Gross tons | Number | Gross tons. | Number. | Gross tons. |
| 1889..... | 595 | 1,083,793 | 95 | 125,508 | 690 | 1,209,361 |
| 1890..... | 651 | 1,061,619 | 92 | 133,086 | 743 | 1,194,705 |
| 1891..... | 641 | 878,353 | 181 | 252,463 | 822 | 1,130,816 |
| 1892..... | 512 | 841,356 | 169 | 268,594 | 681 | 1,109,950 |
| 1893..... | 438 | 718,277 | 98 | 118,106 | 536 | 836,383 |
| 1894..... | 519 | 904,926 | 65 | 81,582 | 614 | 1,046,508 |
| 1895..... | 526 | 904,991 | 53 | 45,976 | 579 | 950,967 |
| 1896..... | 628 | 1,113,831 | 68 | 45,920 | 696 | 1,159,751 |
| 1897..... | 515 | 924,382 | 46 | 28,104 | 561 | 952,486 |
| 1898..... | 744 | 1,363,318 | 17 | 4,252 | 761 | 1,367,570 |
| 1899..... | 714 | 1,414,774 | 12 | 2,017 | 726 | 1,416,791 |
| 1900..... | 664 | 1,432,600 | 28 | 9,871 | 692 | 1,442,471 |
| 1901..... | 591 | 1,501,078 | 48 | 23,661 | 639 | 1,524,739 |
| 1902..... | 622 | 1,378,206 | 72 | 49,352 | 694 | 1,427,558 |
| 1903..... | 632 | 1,165,503 | 65 | 25,115 | 697 | 1,190,618 |
| 1904..... | 613 | 1,171,375 | 99 | 33,787 | 712 | 1,205,162 |
| 1905..... | 737 | 1,604,796 | 58 | 18,372 | 795 | 1,623,168 |
| 1906..... | 815 | 1,809,433 | 71 | 18,910 | 886 | 1,828,343 |
| 1907..... | 752 | 1,581,521 | 89 | 26,369 | 841 | 1,607,890 |
| 1908..... | 454 | 911,570 | 60 | 15,099 | 523 | 926,669 |
| 1909..... | 465 | 972,799 | 61 | 18,267 | 526 | 991,066 |

TABLE II.—*Countries for which the merchant and other vessels (not war ships) launched in the United Kingdom during 1909 have been built.*

| Country. | Steam. | | Sail | | Total, 1909. | | Total, 1908. | | Total, 1907. | |
|------------------------------------|--------|-----------|------|-----------|--------------|-----------|--------------|-----------|--------------|-----------|
| | No | Gr. tons. | No. | Gr. tons. | No | Gr. tons. | No | Gr. tons. | No | Gr. tons. |
| United Kingdom..... | 323 | 73,142 | 30 | 11,079 | 353 | 749,221 | 301 | 554,995 | 535 | 1,059,319 |
| British colonies..... | 51 | 56,075 | 16 | 3,952 | 70 | 60,027 | 74 | 67,518 | 53 | 72,424 |
| Austria-Hungary.... | 5 | 10,571 | .. | .. | 5 | 10,571 | 6 | 22,698 | 21 | 87,758 |
| Belgium..... | 11 | 18,079 | .. | .. | 11 | 18,079 | 13 | 40,039 | 4 | 3,900 |
| Denmark..... | 2 | 950 | .. | .. | 2 | 950 | 3 | 10,568 | 8 | 15,502 |
| France..... | 10 | 13,995 | 3 | 1,296 | 13 | 15,291 | 21 | 15,416 | 20 | 51,696 |
| Germany..... | 2 | 8,179 | .. | .. | 2 | 8,179 | 4 | 19,671 | 15 | 44,788 |
| Greece..... | .. | .. | .. | .. | .. | .. | 7 | 23,168 | 5 | 19,058 |
| Holland..... | 8 | 26,639 | .. | .. | 8 | 26,639 | 3 | 33,274 | 9 | 36,449 |
| Italy..... | 2 | 9,298 | .. | .. | 2 | 9,298 | 2 | 16,522 | 7 | 47,006 |
| Japan..... | 1 | 109 | .. | .. | 1 | 109 | 1 | 5,135 | 5 | 12,909 |
| Norway..... | 4 | 19,173 | .. | .. | 4 | 19,173 | 17 | 32,273 | 18 | 56,328 |
| Portugal..... | 3 | 2,107 | 2 | 700 | 5 | 2,807 | 1 | 3,078 | 3 | 1,042 |
| Russia..... | .. | .. | .. | .. | .. | .. | 4 | 14,338 | 5 | 4,509 |
| South America: | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Argentina..... | 9 | 5,320 | .. | .. | 9 | 5,320 | 11 | 7,505 | 30 | 13,506 |
| Brazil..... | 9 | 16,854 | 8 | 1,000 | 17 | 17,854 | 17 | 6,125 | 61 | 40,722 |
| Other countries..... | 7 | 10,988 | .. | .. | 7 | 10,988 | 1 | 180 | 6 | 7,405 |
| Spain..... | 6 | 11,690 | .. | .. | 6 | 14,600 | 6 | 18,178 | 5 | 2,816 |
| Sweden..... | 5 | 17,219 | .. | .. | 5 | 17,219 | 7 | 20,679 | 8 | 20,747 |
| United States..... | 1 | 119 | .. | .. | 1 | 119 | 3 | 3,966 | 2 | 2,003 |
| Other countries or not stated..... | 3 | 4,076 | 2 | 240 | 5 | 4,316 | 21 | 13,143 | 21 | 6,323 |
| Total..... | 465 | 972,799 | 61 | 18,267 | 526 | 991,066 | 523 | 929,669 | 841 | 1,607,890 |

TABLE III.—*Vessels launched in the principal shipbuilding districts of the United Kingdom, 1907-1909.*

| District | Merchant and other ves- sels (not war ships) | | | | War ships. | Total, 1909. | | Total, 1908. | | Total, 1907. | | |
|--|---|-----------|-------|----------|------------|--------------|-------|--------------|-------|--------------|-------|---------|
| | Steam. | | Sail. | | | | | | | | | |
| | No. | Gr. tons. | No. | Gr. tons | | No. | Tons. | No. | Tons. | No. | Tons. | |
| Aberdeen..... | 20 | 6,079 | ..... | ..... | ..... | ..... | 20 | 6,079 | 18 | 3,864 | 50 | 9,271 |
| Barrow, Maryport, and Workington..... | 3 | 3,171 | ..... | ..... | 13 | 46,450 | 16 | 49,621 | 19 | 12,658 | 17 | 8,206 |
| Belfast..... | 22 | 118,295 | ..... | ..... | 22 | 118,295 | 16 | 153,517 | 36 | 128,939 | 37 | 128,939 |
| Dundee..... | 12 | 8,437 | ..... | ..... | 12 | 8,437 | 22 | 21,834 | 13 | 13,927 | 13 | 13,927 |
| Glasgow..... | 92 | 191,253 | 43 | 13,198 | 11 | 16,290 | 146 | 220,741 | 169 | 237,305 | 206 | 389,173 |
| Greenock..... | 58 | 167,658 | ..... | ..... | 58 | 167,658 | 40 | 103,470 | 76 | 214,484 | 76 | 214,484 |
| Hartlepool and Whitby..... | 18 | 57,712 | ..... | ..... | 18 | 57,712 | 13 | 37,843 | 28 | 94,469 | 28 | 94,469 |
| Hull and Grimsby..... | 40 | 18,036 | 1 | 110 | 41 | 18,146 | 45 | 14,796 | 86 | 30,688 | 86 | 30,688 |
| Leith..... | 9 | 8,848 | ..... | ..... | 9 | 8,848 | 11 | 9,376 | 23 | 19,143 | 23 | 19,143 |
| Liverpool..... | 10 | 15,875 | ..... | ..... | 1 | 920 | 11 | 16,295 | 12 | 11,654 | 16 | 10,420 |
| Middlesbrough and Stockton..... | 23 | 60,910 | 4 | 1,582 | 27 | 62,492 | 18 | 57,210 | 48 | 138,621 | 48 | 138,621 |
| Newcastle..... | 85 | 179,264 | 10 | 2,971 | 8 | 13,710 | 103 | 195,945 | 88 | 196,089 | 137 | 331,006 |
| Sunderland..... | 57 | 182,371 | ..... | ..... | 57 | 132,371 | 40 | 86,647 | 90 | 291,006 | 90 | 291,006 |

a Displacement.

TABLE IV.—Size of merchant and other vessels (not war ships) launched in the United Kingdom during 1909.

| Tonnage. | Steam. | Sail. | Tonnage | Steam. | Sail. |
|---------------------------------|--------|-------|----------------------------------|--------|-------|
| 100 and under 500 tons..... | 163 | 53 | 8,000 and under 10,000 tons.... | 3 | ..... |
| 500 and under 1,000 tons..... | 38 | 8 | 10,000 and under 12,000 tons.... | 2 | ..... |
| 1,000 and under 2,000 tons..... | 82 | ..... | 12,000 and under 15,000 tons.. | 4 | ..... |
| 2,000 and under 4,000 tons..... | 89 | ..... | 15,000 tons and above..... | ..... | ..... |
| 4,000 and under 6,000 tons..... | 74 | ..... | Total..... | 405 | 61 |
| 6,000 and under 8,000 tons..... | 10 | ..... |  |  |  |

TABLE V — War ships launched in the United Kingdom, 1907–1909.

| Flag. | 1909. | | 1908 | | 1907. | |
|----------------------------------|--------|---------|--------|--------|---------|---------|
| | Number | Tons. a | Number | Tons a | Number. | Tons. a |
| At royal dockyards, British..... | 6 | 45,000 | 5 | 12,426 | 3 | 51,800 |
| At private yards, British..... | 29 | 52,800 | 21 | 7,134 | 30 | 81,005 |
| Total British..... | 35 | 98,700 | 26 | 40,560 | 33 | 133,405 |
| Other flags..... | 7 | 27,410 | 10 | 24,626 | 3 | 1,070 |
| Total..... | 42 | 126,230 | 36 | 74,186 | 36 | 134,475 |

a Displacement

TABLE VI — Nationality, description, number, and displacement of war ships of 100 tons and above launched during 1909

| Flag. | Battle ships. | | Armored cruisers. | | Protected cruisers. | | Other war ships. | | Total. | |
|------------------------------|---------------|---------|----------------------|--------|------------------------|--------|---------------------|--------|--------|---------|
| | No | Tons | No | Tons | No. | Tons. | No. | Tons. | No | Tons. |
| British..... | 2 | 39,150 | 1 | 18,750 | 6 | 25,900 | 20 | 11,990 | 35 | 98,790 |
| American (United States).... | 2 | 11,825 | ..... | ..... | ..... | ..... | 13 | 6,814 | 15 | 48,639 |
| French..... | 5 | 90,140 | ..... | ..... | ..... | ..... | 14 | 5,600 | 19 | 95,740 |
| German..... | 3 | 57,000 | 1 | 18,700 | 3 | 12,810 | 20 | 10,576 | 27 | 99,116 |
| Italian..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 | 2,088 | 8 | 2,088 |
| Japanese..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 375 | 1 | 375 |
| Russian..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 1,246 | 2 | 1,246 |
| Other flags..... | 3 | 39,841 | ..... | ..... | 3 | 9,111 | 38 | 9,196 | 44 | 58,481 |
| Total..... | 15 | 267,956 | 2 | 37,450 | 12 | 48,184 | 122 | 50,885 | 151 | 404,475 |

TABLE VII.—Vessels launched during 1909.

| Where built. | Merchant and other vessels (not war ships). | | | | | | War ships. | Total. | | |
|--|---|----------------------|----------|---------------------|------------|--------------------|------------|-------------------|------------|--------------------|
| | Steam. | | Sail. | | Total. | | | | | |
| United Kingdom (see Tables II and V) | No 465 | Gr. tons. 972,739 | No 61 | Gr. tons. 18,267 | No. 526 | Gr tons 991,006 | No 42 | Tons.a 126,230 | No. 568 | Tons. 1,117,206 |
| Colonies and foreign countries (see Table VIII)... . | 348 | 564,771 | 180 | 46,220 | 537 | 610,991 | 100 | 278,245 | 646 | 889,236 |
| Total for world... | 813 | 1,537,570 | 250 | 64,487 | 1,063 | 1,602,057 | 151 | 404,475 | 1,214 | 2,006,532 |

a Displacement.

TABLE VIII.—*Vessels (over 100 tons) built at colonial and foreign ports during 1909.*

| Country and district. | Merchant and other vessels (not war ships). | | | | | | | | War ships. ^a | Total built in each country. | | |
|--|---|---------|-------|---------|--------|---------|-------|---------|-------------------------|------------------------------|-----|---------|
| | Steam. | | | | Sail. | | | | | | | |
| | Steel. | | Wood. | | Steel. | | Wood. | | | | | |
| | No | Gr tons | No | Gr tons | No | Gr tons | No | Gr tons | No | Tons ^b | No | Tons. |
| Austria-Hungary..... | 14 | 24,900 | 1 | 100 | | | | | 23 | 22,217 | 88 | 47,223 |
| Belgium..... | 6 | 6,310 | | | | | | | 0 | 0 | 6 | 6,310 |
| British colonies: | | | | | | | | | | | | |
| North American..... | 4 | 1,060 | 8 | 1,424 | | | 10 | 1,922 | c2 | 480 | 40 | 7,941 |
| Others..... | 4 | 1,061 | 11 | 1,805 | ..... | ..... | 1 | 180 | | | | |
| Denmark: | | | | | | | | | | | | |
| Copenhagen and Elsinore. | 6 | 6,608 | | | | | | | 5 | 900 | 11 | 7,508 |
| Other ports..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |
| France: | | | | | | | | | | | | |
| Dunkirk..... | 10 | 13,091 | | | | | 2 | 277 | 19 | 95,740 | 70 | 137,937 |
| Havre and River Seine.... | 1 | 7,503 | ..... | ..... | 1 | 145 | ..... | ..... |  |  |  |  |
| Other Channel ports..... | ..... | ..... | ..... | ..... | ..... | ..... | 23 | 3,577 | | | | |
| Nantes and St. Nazaire.... | 7 | 2,861 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |
| Mediterranean ports..... | 3 | 14,633 | | | 1 | 107 | | | 28 | 99,373 | 112 | 228,069 |
| Germany: | | | | | | | | | | | | |
| River Elms..... | 2 | 378 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |
| River Weser..... | 25 | 55,276 | ..... | ..... | 13 | 1,722 | ..... | ..... |  |  |  |  |
| Hamburg and River Elbe.. | 3 | 4,999 | ..... | ..... | 1 | 1,600 | ..... | ..... |  |  |  |  |
| Tonning, Flensburg, and Kiel..... | 8 | 21,303 | ..... | ..... | 2 | 302 | ..... | ..... |  |  |  |  |
| Lubeck and Rostock..... | 8 | 13,331 | ..... | ..... | 2 | 242 | ..... | ..... |  |  |  |  |
| Stettin and River Oder.... | 10 | 12,812 | ..... | ..... | 1 | 101 | ..... | ..... |  |  |  |  |
| Danzig..... | 9 | 16,630 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |
| Greece..... | | | | | | | 6 | 1,385 | | | 6 | 1,385 |
| Holland: | | | | | | | | | | | | |
| Amsterdam and ports north of the River Lek. | 5 | 12,618 | | | 20 | 4,739 | | | 1 | 6,416 | 53 | 65,522 |
| Rotterdam, Flushing, and ports south of the River Lek. | 27 | 41,749 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |
| Italy: | | | | | | | | | | | | |
| Gulf of Genoa..... | 1 | 8,996 | 1 | 109 | | | 4 | 726 | e9 | 2,188 | 37 | 33,405 |
| Leghorn and Viareggio.... | 1 | 900 | ..... | ..... | ..... | ..... | 1 | 265 | | | | |
| Naples, Torre del Greco, and Castellammare..... | 1 | 1,202 | ..... | ..... | ..... | ..... | 10 | 1,725 | | | | |
| Adriatic coast..... | 3 | 995 | ..... | ..... | 4 | 641 | ..... | ..... |  |  |  |  |
| Palermo..... | 2 | 15,698 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |
| Japan: | | | | | | | | | | | | |
| Kobe and Osaka..... | 12 | 22,741 | 2 | 240 | 2 | 350 | 1 | 315 | 1 | 375 | 76 | 52,694 |
| Nagasaki..... | 3 | 21,084 | 2 | 246 | ..... | ..... | 10 | 1,808 | | | | |
| Other ports..... | 2 | 299 | 5 | 1,089 | ..... | ..... | 36 | 4,647 | | | | |
| Norway: | | | | | | | | | | | | |
| Stavanger, Bergen, and Drontheim..... | 17 | 13,815 | | | | | 1 | 198 | | | 15 | 28,601 |
| Christiania (Lindesnes to Fredrikshald)..... | 27 | 14,588 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |
| Portugal..... | | | | | | | | | 1 | 400 | 1 | 400 |
| Russia..... | 7 | 2,433 | 1 | 100 | | | 3 | 552 | 2 | 1,216 | 13 | 4,331 |
| Spain..... | 1 | 2,174 | | | | | | | | | 1 | 2,174 |
| Sweden..... | 6 | 5,302 | 1 | 191 | 3 | 550 | 2 | 273 | 8 | 1,171 | 20 | 7,487 |
| United States: | | | | | | | | | | | | |
| Maine..... | 1 | 1,312 | 1 | 277 | | | 11 | 9,158 | 15 | 48,639 | 117 | 258,243 |
| Massachusetts..... | 3 | 5,157 | 1 | 146 | ..... | ..... | 3 | 1,046 | | | | |
| New Hampshire, Connecticut, and New York. | 6 | 4,186 | 3 | 1,211 | ..... | ..... | 2 | 1,505 | | | | |
| New Jersey, Pennsylvania, and Delaware..... | 13 | 11,154 | ..... | ..... | 1 | 3,736 | 1 | 132 | | | | |
| Maryland and Virginia. | 9 | 35,874 | 2 | 373 | 1 | 1,034 | 2 | 860 | | | | |
| Other Atlantic and Gulf States..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |
| Great Lakes..... | 29 | 129,119 | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |
| Pacific coast..... | 2 | 284 | 8 | 3,040 | ..... | ..... | ..... | ..... |  |  |  |  |
| Total..... | 301 | 554,414 | 47 | 10,357 | 55 | 15,269 | 134 | 30,951 | 109 | 278,245 | 646 | 889,236 |

^a Except where otherwise stated, these war ships are intended for the navies of the countries in which they have been built.

^b Displacement.

^c For China.

^d Including 1 of 257 tons for Norway.

^e Including 1 of 100 tons for Denmark.

^f The society's returns for the Great Lakes do not include wood or composite vessels.

TABLE IX.—*Number and tonnage of vessels of 100 tons gross and upward (excluding warships) launched, 1892-1909.*

| Year. | United Kingdom. | | Austria-Hungary. | | British colonies. | | Denmark. | | France. | | Germany. | | Holland. | |
|-----------|-----------------|-----------|------------------|--------|-------------------|--------|----------|--------|---------|---------|----------|---------|----------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1892..... | 681 | 1,100,950 | 7 | 2,302 | 58 | 19,792 | 22 | 12,707 | 19 | 17,228 | 73 | 64,888 | 15 | 14,368 |
| 1893..... | 536 | 836,383 | 6 | 7,435 | 41 | 17,089 | 18 | 10,719 | 22 | 20,337 | 65 | 60,167 | 8 | 1,339 |
| 1894..... | 614 | 1,046,508 | 5 | 1,703 | 27 | 6,803 | 16 | 7,300 | 28 | 19,636 | 77 | 119,702 | 41 | 15,360 |
| 1895..... | 579 | 950,967 | 10 | 7,371 | 30 | 10,381 | 14 | 10,982 | 27 | 28,851 | 75 | 87,786 | 25 | 8,292 |
| 1896..... | 696 | 1,159,751 | 9 | 6,246 | 41 | 11,124 | 14 | 11,811 | 41 | 14,565 | 63 | 103,205 | 28 | 12,405 |
| 1897..... | 591 | 952,486 | 6 | 6,601 | 40 | 12,431 | 13 | 13,539 | 39 | 49,341 | 84 | 139,728 | 42 | 20,351 |
| 1898..... | 761 | 1,367,570 | 9 | 5,432 | 70 | 25,021 | 17 | 12,703 | 48 | 67,160 | 101 | 153,147 | 27 | 19,468 |
| 1899..... | 726 | 1,416,791 | 8 | 9,248 | 34 | 8,464 | 30 | 26,613 | 51 | 89,791 | 93 | 211,684 | 50 | 34,384 |
| 1900..... | 602 | 1,442,471 | 12 | 14,880 | 40 | 9,503 | 17 | 11,060 | 66 | 116,858 | 93 | 204,731 | 61 | 45,074 |
| 1901..... | 639 | 1,524,739 | 7 | 20,013 | 74 | 28,131 | 41 | 22,856 | 92 | 177,543 | 101 | 217,593 | 33 | 29,927 |
| 1902..... | 694 | 1,427,558 | 16 | 15,192 | 69 | 28,819 | 44 | 27,148 | 99 | 192,196 | 108 | 213,961 | 114 | 69,101 |
| 1903..... | 007 | 1,190,618 | 6 | 11,328 | 73 | 34,600 | 39 | 28,609 | 75 | 92,768 | 120 | 184,491 | 109 | 59,174 |
| 1904..... | 712 | 1,205,102 | 40 | 10,645 | 61 | 30,065 | 30 | 15,859 | 69 | 81,245 | 149 | 202,197 | 109 | 55,636 |
| 1905..... | 795 | 1,623,168 | 27 | 16,402 | 45 | 10,798 | 19 | 17,557 | 43 | 73,124 | 148 | 255,423 | 58 | 41,135 |
| 1906..... | 886 | 1,828,343 | 25 | 18,590 | 57 | 26,042 | 18 | 21,712 | 48 | 35,214 | 205 | 318,230 | 89 | 66,809 |
| 1907..... | 811 | 1,607,890 | 7 | 8,717 | 97 | 46,443 | 29 | 28,819 | 50 | 61,635 | 188 | 275,003 | 60 | 68,623 |
| 1908..... | 523 | 929,669 | 24 | 23,502 | 119 | 31,181 | 24 | 19,172 | 50 | 83,420 | 120 | 207,777 | 76 | 58,661 |
| 1909..... | 526 | 991,066 | 15 | 25,006 | 38 | 7,461 | 11 | 7,508 | 51 | 12,197 | 81 | 128,606 | 52 | 59,166 |

| Year. | Italy. | | Japan. | | Norway. | | United States. | | Other countries. | | Total. | |
|-----------|--------|--------|--------|--------|---------|--------|----------------|---------|------------------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1892..... | 21 | 13,888 | — | — | 12 | 24,572 | 73 | 62,588 | 40 | 15,762 | 1,051 | 1,358,045 |
| 1893..... | 21 | 10,626 | 3 | 1,132 | 30 | 16,552 | 36 | 27,174 | 60 | 17,788 | 846 | 1,026,741 |
| 1894..... | 10 | 5,396 | 14 | 3,173 | 25 | 17,160 | 43 | 66,894 | 32 | 13,594 | 932 | 1,323,538 |
| 1895..... | 10 | 5,603 | 3 | 2,206 | 21 | 12,873 | 61 | 84,877 | 25 | 7,881 | 880 | 1,218,160 |
| 1896..... | 10 | 6,779 | 26 | 7,849 | 17 | 12,059 | 114 | 181,175 | 24 | 7,820 | 1,113 | 1,567,882 |
| 1897..... | 8 | 12,910 | 22 | 6,740 | 25 | 17,248 | 81 | 86,838 | 36 | 13,711 | 990 | 1,331,924 |
| 1898..... | 19 | 26,530 | 9 | 11,424 | 29 | 22,670 | 162 | 173,250 | 35 | 8,968 | 1,290 | 1,893,343 |
| 1899..... | 31 | 49,472 | 3 | 6,775 | 34 | 27,853 | 148 | 224,278 | 61 | 16,382 | 1,269 | 2,121,738 |
| 1900..... | 36 | 67,522 | 3 | 4,543 | 42 | 32,751 | 235 | 333,527 | 67 | 21,174 | 1,364 | 2,304,163 |
| 1901..... | 35 | 60,526 | 94 | 37,208 | 40 | 36,875 | 286 | 433,245 | 96 | 28,890 | 1,538 | 2,617,539 |
| 1902..... | 62 | 46,270 | 53 | 27,181 | 46 | 37,878 | 251 | 379,174 | 94 | 38,277 | 1,650 | 2,502,755 |
| 1903..... | 81 | 50,089 | 62 | 34,514 | 54 | 41,599 | 246 | 381,820 | 88 | 35,928 | 1,650 | 2,145,631 |
| 1904..... | 35 | 30,016 | 67 | 32,969 | 67 | 50,469 | 227 | 238,518 | 77 | 28,254 | 1,613 | 1,987,935 |
| 1905..... | 46 | 61,629 | 81 | 31,725 | 58 | 52,580 | 200 | 302,827 | 56 | 25,554 | 1,576 | 2,511,922 |
| 1906..... | 30 | 30,560 | 107 | 42,489 | 69 | 60,774 | 212 | 411,087 | 60 | 26,913 | 1,836 | 2,919,763 |
| 1907..... | 31 | 44,666 | 78 | 66,254 | 82 | 57,556 | 255 | 474,675 | 70 | 37,807 | 1,788 | 2,778,088 |
| 1908..... | 34 | 26,864 | 73 | 59,725 | 81 | 52,839 | 238 | 304,543 | 43 | 32,981 | 1,405 | 1,833,286 |
| 1909..... | 28 | 31,217 | 75 | 52,319 | 45 | 28,601 | 102 | 209,601 | 36 | 19,276 | 1,063 | 1,602,057 |

TABLE Xa.—*Number and displacement of warships of 100 tons and upward launched for the various navies, 1892-1909.*

| Year. | British. | | United States. | | French. | | German. | | Italian. | |
|-----------|----------|---------|----------------|---------|---------|--------|---------|--------|----------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1892..... | 22 | 137,271 | 9 | 31,102 | 5 | 25,465 | 9 | 34,400 | 0 | 8,920 |
| 1893..... | 16 | 40,278 | 5 | 40,200 | 10 | 52,055 | 2 | 8,100 | 3 | 5,785 |
| 1894..... | 20 | 32,088 | ..... | ..... | 6 | 28,090 | 2 | 5,070 | 2 | 3,290 |
| 1895..... | 44 | 139,145 | 3 | 12,034 | 7 | 42,071 | 2 | 5,190 | 1 | 6,500 |
| 1896..... | 34 | 117,445 | 5 | 16,302 | 8 | 57,110 | 1 | 11,100 | 1 | 6,500 |
| 1897..... | 33 | 66,740 | 3 | 3,000 | 5 | 15,185 | 6 | 44,211 | 6 | 35,906 |
| 1898..... | 28 | 140,120 | 6 | 57,900 | 4 | 25,096 | 6 | 10,048 | 2 | 2,836 |
| 1899..... | 18 | 121,140 | 8 | 6,400 | 11 | 52,912 | 0 | 29,240 | 7 | 18,120 |
| 1900..... | 20 | 35,050 | 13 | 12,830 | 19 | 40,730 | 15 | 45,330 | 4 | 1,280 |
| 1901..... | 33 | 209,774 | 17 | 47,903 | 14 | 40,663 | 14 | 59,400 | 5 | 27,833 |
| 1902..... | 19 | 92,840 | 27 | 20,449 | 13 | 41,139 | 12 | 32,321 | 4 | 8,724 |
| 1903..... | 38 | 147,813 | 13 | 66,140 | 15 | 30,760 | 16 | 60,590 | ..... | ..... |
| 1904..... | 33 | 126,375 | 14 | 170,185 | 9 | 43,600 | 11 | 44,970 | 4 | 25,932 |
| 1905..... | 23 | 96,505 | 7 | 98,200 | 7 | 28,611 | 6 | 36,457 | 10 | 14,490 |
| 1906..... | 23 | 85,700 | 5 | 45,443 | 6 | 15,183 | 17 | 62,678 | 14 | 3,039 |
| 1907..... | 33 | 133,405 | 5 | 11,590 | 17 | 33,594 | 17 | 14,800 | 12 | 25,154 |
| 1908..... | 26 | 19,560 | 8 | 52,850 | 22 | 21,000 | 16 | 97,000 | 5 | 29,400 |
| 1909..... | 35 | 98,790 | 15 | 48,639 | 19 | 95,740 | 27 | 99,116 | 8 | 2,088 |

| Year. | Japanese. | | Russian. | | Other flags | | Total. | |
|-----------|-----------|--------|----------|--------|-------------|--------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1892..... | 1 | 4,158 | 8 | 27,364 | 23 | 40,221 | 83 | 308,901 |
| 1893..... | ..... | ..... | 6 | 13,505 | 9 | 14,010 | 51 | 179,533 |
| 1894..... | 1 | 868 | 4 | 31,850 | 13 | 15,150 | 57 | 120,006 |
| 1895..... | 1 | 2,800 | 4 | 4,114 | 20 | 36,571 | 82 | 248,725 |
| 1896..... | 2 | 24,780 | 6 | 30,281 | 35 | 68,273 | 92 | 331,791 |
| 1897..... | 5 | 18,070 | 6 | 2,200 | 26 | 43,585 | 90 | 228,900 |
| 1898..... | 8 | 45,275 | 6 | 28,650 | 31 | 56,348 | 91 | 366,873 |
| 1899..... | 13 | 61,656 | 13 | 37,230 | 15 | 18,062 | 91 | 344,700 |
| 1900..... | 5 | 26,210 | 9 | 61,840 | 14 | 37,694 | 99 | 260,464 |
| 1901..... | 3 | 1,125 | 21 | 54,680 | 16 | 36,169 | 123 | 467,547 |
| 1902..... | 6 | 3,350 | 14 | 48,485 | 7 | 22,795 | 102 | 278,106 |
| 1903..... | 17 | 13,917 | 9 | 38,430 | 11 | 33,450 | 110 | 391,100 |
| 1904..... | 4 | 608 | 5 | 1,750 | 22 | 21,580 | 102 | 435,006 |
| 1905..... | 17 | 50,633 | 37 | 15,721 | 11 | 22,564 | 118 | 363,211 |
| 1906..... | 24 | 41,277 | 19 | 82,201 | 40 | 27,448 | 148 | 362,972 |
| 1907..... | 10 | 57,200 | 17 | 35,317 | 31 | 10,151 | 142 | 321,211 |
| 1908..... | 4 | 2,245 | 11 | 8,800 | 35 | 47,574 | 127 | 309,689 |
| 1909..... | 1 | 375 | 2 | 1,210 | 14 | 53,481 | 151 | 404,475 |

TABLE Xb.—*Warships launched in the United Kingdom and abroad, respectively, 1892-1909.*

| Year. | United Kingdom. | | Abroad. | | Year. | United Kingdom | | Abroad. | |
|-----------|-----------------|---------|---------|---------|-----------|----------------|---------|---------|---------|
| | No. | Tons. | No. | Tons. | | No. | Tons. | No. | Tons. |
| 1892..... | 30 | 151,157 | 53 | 157,741 | 1901..... | 41 | 211,969 | 82 | 255,578 |
| 1893..... | 18 | 45,898 | 33 | 133,635 | 1902..... | 23 | 94,140 | 79 | 183,968 |
| 1894..... | 30 | 32,956 | 27 | 87,050 | 1903..... | 41 | 151,800 | 78 | 239,310 |
| 1895..... | 59 | 148,111 | 23 | 100,614 | 1904..... | 37 | 127,175 | 65 | 307,831 |
| 1896..... | 55 | 163,958 | 37 | 107,833 | 1905..... | 28 | 129,801 | 90 | 233,410 |
| 1897..... | 48 | 95,465 | 42 | 133,435 | 1906..... | 29 | 108,450 | 119 | 254,522 |
| 1898..... | 41 | 191,555 | 50 | 175,318 | 1907..... | 36 | 134,475 | 106 | 189,736 |
| 1899..... | 35 | 188,590 | 56 | 176,170 | 1908..... | 36 | 74,186 | 91 | 235,503 |
| 1900..... | 29 | 68,364 | 70 | 192,100 | 1909..... | 42 | 126,230 | 109 | 278,245 |

8. VESSELS UNDER CONSTRUCTION SEPTEMBER 30, 1910.

From the returns compiled by Lloyd's Register of Shipping, it appears that, excluding war ships, there were 368 vessels of 1,154,197 tons gross under construction in the United Kingdom at the close of the quarter ended September 30, 1910. The particulars of the vessels in question are as follows, similar details being given for the corresponding period in 1909 for the purpose of comparison:

| Description. | September 30, 1910 | | September 30, 1909. | |
|---------------------------|--------------------|-------------|---------------------|-------------|
| | Number | Gross tons. | Number | Gross tons. |
| Steam: | | | | |
| Steel..... | 341 | 1,149,914 | 268 | 773,429 |
| Iron..... | | | | |
| Wood and composite..... | 5 | 570 | | |
| Total..... | 346 | 1,150,484 | 268 | 773,429 |
| Sail: | | | | |
| Steel..... | 11 | 3,004 | 12 | 3,878 |
| Iron..... | | | | |
| Wood and composite..... | 8 | 709 | 10 | 720 |
| Total..... | 22 | 3,713 | 22 | 4,607 |
| Total steam and sail..... | 368 | 1,154,197 | 290 | 778,036 |

The tonnage now under construction is about 36,000 tons more than that which was in hand at the end of last quarter and exceeds by 376,000 tons the total building twelve months ago.

Size of vessels under construction (war ships excluded).

| Tonnage. | Steam. | Sail | Tonnage. | Steam. | Sail. |
|-----------------------------------|--------|-------|--------------------------------|--------|-------|
| Under 100 tons ^a | 19 | 6 | 8,000 and under 10,000 tons... | 11 | ..... |
| 100 and under 500 tons..... | 97 | 16 | 10,000 and under 12,000 tons.. | 13 | ..... |
| 500 and under 1,000 tons..... | 19 | ..... | 12,000 and under 15,000 tons.. | 4 | ..... |
| 1,000 and under 2,000 tons..... | 38 | ..... | 15,000 and under 20,000 tons.. | 2 | ..... |
| 2,000 and under 4,000 tons..... | 40 | ..... | 20,000 tons and above..... | 2 | ..... |
| 4,000 and under 6,000 tons..... | 81 | ..... | Total..... | 346 | 22 |
| 6,000 and under 8,000 tons..... | 20 | ..... |  |  |  |

^a Vessels of less than 100 tons are not included in Lloyd's Register shipbuilding returns unless they are intended to be classed with the society.

FOREIGN AND COLONIAL SHIPBUILDING (WAR SHIPS EXCLUDED).

The following table shows the number and tonnage of vessels, excluding war ships, under construction at various ports abroad according to the latest returns which have been received at Lloyd's office. Vessels of less than 100 tons are not included in these figures:

| Country and district | Steam. | | Sail. | | Total. | | Total in each country. | |
|--|--------|-----------|-------|-----------|--------|-----------|------------------------|-----------|
| | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. |
| Austria-Hungary: | | | | | | | | |
| Fiume..... | 2 | 1,100 | | | 2 | 1,100 | 9 | 38,620 |
| Trieste..... | 7 | 37,520 | | | 7 | 37,520 | | |
| Belgium: Antwerp..... | 3 | 5,250 | | | 3 | 5,250 | 3 | 5,250 |
| British colonies: | | | | | | | | |
| Calcutta..... | | | | | | | 10 | 10,133 |
| Hongkong..... | 2 | 578 | | | 2 | 578 | | |
| Newcastle, New South Wales..... | 3 | 615 | | | 3 | 615 | | |
| Quebec..... | 2 | 1,000 | | | 2 | 1,000 | | |
| Toronto and Collingwood..... | 2 | 7,500 | | | 2 | 7,500 | | |
| Vancouver, British Columbia..... | 1 | 440 | | | 1 | 440 | | |
| Denmark: | | | | | | | | |
| Copenhagen..... | | | | | | | 2 | 525 |
| Elsinore..... | 1 | 375 | | | 1 | 375 | | |
| Other ports..... | 1 | 150 | | | 1 | 150 | | |
| France: | | | | | | | | |
| Dunkirk..... | 1 | 400 | 2 | 260 | 3 | 660 | 22 | 91,426 |
| Hayre and Rouen..... | 4 | 15,216 | | | 4 | 15,216 | | |
| La Seyne, La Ciotat, and Port de Bouc..... | 7 | 37,400 | 2 | 2,100 | 9 | 39,500 | | |
| St. Nazaire and Nantes..... | 6 | 36,050 | | | 6 | 36,050 | | |
| Germany: | | | | | | | | |
| Bremen, Geestemünde and Vegesack..... | 20 | 75,682 | 2 | 270 | 22 | 75,952 | 50 | 139,117 |
| Danzig..... | 1 | 210 | | | 1 | 210 | | |
| Hamburg, Flensburg, Tönning, and Kiel..... | 9 | 38,585 | 2 | 6,000 | 11 | 44,585 | | |
| Rostock and Lübeck..... | 6 | 12,000 | | | 6 | 12,000 | | |
| Stettin..... | 6 | 4,420 | 4 | 1,950 | 10 | 6,370 | | |
| Greece: Syra..... | | | 3 | 500 | 3 | 500 | 3 | 500 |
| Holland: | | | | | | | | |
| Amsterdam and ports north of the Lek..... | 6 | 24,100 | | | 6 | 24,100 | 25 | 44,153 |
| Rotterdam, Flushing, and ports south of the Lek..... | 17 | 19,053 | 2 | 1,000 | 19 | 20,053 | | |
| Italy: | | | | | | | | |
| Ancona..... | 1 | 5,500 | | | 1 | 5,500 | 7 | 11,233 |
| Gulf of Genoa..... | 3 | 5,200 | | | 3 | 5,200 | | |
| Leghorn and Viareggio..... | | | 2 | 313 | 2 | 313 | | |
| Bay of Naples..... | | | 1 | 220 | 1 | 220 | | |
| Palermo..... | | | | | | | | |
| Japan: | | | | | | | | |
| Kobe and Osaka..... | 19 | 10,415 | | | 19 | 10,415 | 24 | 37,112 |
| Nagasaki..... | 4 | 25,700 | | | 4 | 25,700 | | |
| Yokohama..... | 1 | 997 | | | 1 | 997 | | |
| Norway: | | | | | | | | |
| Bergen, Trondhjem, and Stavanger..... | 12 | 9,484 | | | 12 | 9,484 | 30 | 21,151 |
| Christiania, etc..... | 18 | 11,667 | | | 18 | 11,667 | | |
| Portugal: Lisbon..... | | | 2 | 700 | 2 | 700 | 2 | 700 |
| Spain: Bilbao..... | 2 | 7,082 | | | 2 | 7,082 | 2 | 7,082 |
| Sweden: | | | | | | | | |
| Gothenburg..... | 5 | 10,300 | | | 5 | 10,300 | 6 | 10,950 |
| Helsingborg..... | 1 | 650 | | | 1 | 650 | | |
| Stockholm..... | | | | | | | | |
| United States: | | | | | | | | |
| Baltimore..... | 4 | 17,200 | 1 | 600 | 5 | 17,800 | 66 | 117,603 |
| Bath, Me..... | | | 4 | 2,791 | 4 | 2,791 | | |
| Boston..... | 3 | 6,250 | | | 3 | 6,250 | | |
| Great Lakes district..... | 5 | 27,382 | | | 5 | 27,382 | | |
| New Orleans..... | 2 | 400 | 1 | 450 | 3 | 850 | | |
| New York..... | 12 | 5,701 | 3 | 939 | 15 | 6,640 | | |
| Newport News and Richmond..... | 6 | 25,000 | | | 6 | 25,000 | | |
| Philadelphia, Chester, Camden, N. J., and Wilmington, Del..... | 11 | 18,040 | 10 | 6,400 | 21 | 24,440 | | |
| San Francisco..... | 4 | 6,450 | | | 4 | 6,450 | | |
| Seattle, Wash..... | | | | | | | | |
| Total..... | 220 | 511,062 | 41 | 24,493 | 261 | 535,555 | | |

9. NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1909, AS REPORTED UP TO JULY 16, 1910; ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY.

STEAM VESSELS.

[Vessels under 100 tons gross are not included in this return.]

| Flag. | Steam vessels owned, according to Lloyd's Register Book, 1909-10. | | | How lost | | | | | |
|----------------------------|---|------------|------------|-------------------|-----------|-------------|---|-----------|-------------|
| | | | | Abandoned at sea. | | | Broken up, condemned, etc. ^a | | |
| | No. | Net tons. | Gross tons | No. | Net tons. | Gross tons. | No. | Net tons. | Gross tons. |
| British: | | | | | | | | | |
| United Kingdom..... | 8,419 | 10,027,813 | 16,472,602 | 3 | 3,414 | 5,485 | | | |
| Colonies..... | 1,339 | 722,761 | 1,240,112 | 1 | 110 | 760 | | | |
| United States..... | 1,187 | 1,082,611 | 1,656,525 | | | | | | |
| Austro-Hungarian..... | 347 | 405,172 | 714,076 | | | | | | |
| Danish..... | 558 | 398,238 | 677,098 | | | | | | |
| Dutch..... | 503 | 564,903 | 904,536 | | | | | | |
| French..... | 884 | 836,617 | 1,115,976 | | | | | | |
| German..... | 1,808 | 2,379,367 | 3,889,046 | | | | | | |
| Italian..... | 437 | 584,209 | 961,132 | | | | | | |
| Japanese..... | 861 | 729,546 | 1,150,858 | | | | | | |
| Norwegian..... | 1,292 | 841,427 | 1,388,423 | 1 | 265 | 437 | | | |
| Russian..... | 708 | 150,790 | 700,785 | | | | | | |
| Spanish..... | 479 | 420,579 | 686,875 | | | | | | |
| Swedish..... | 960 | 463,729 | 774,288 | | | | | | |
| Other European countries | | | | | | | | | |
| Central and South America. | | | | | | | | | |
| Other countries..... | | | | | | | | | |
| Total..... | | | | 5 | 4,149 | 6,682 | | | |

| Flag. | How lost—Continued | | | | | | | | | | |
|----------------------------|--------------------|-----------|-------------|------------|-----------|-------------|------------|-----------|-------------|-------------------------|-------------|
| | Burned | | | Collision. | | | Foundered. | | | Lost, etc. ^c | |
| | No. | Net tons. | Gross tons. | No. | Net tons. | Gross tons. | No. | Net tons. | Gross tons. | No. | Gross tons. |
| British: | | | | | | | | | | | |
| United Kingdom..... | 2 | 6,896 | 15,475 | 15 | 18,734 | 30,346 | 8 | 6,886 | 11,150 | 2 | 1,116 |
| Colonies..... | 3 | 651 | 1,145 | | | | 2 | 1,427 | 2,615 | | |
| United States..... | 1 | 1,094 | 1,994 | 2 | 2,100 | 3,354 | 2 | 1,343 | 1,835 | | |
| Austro-Hungarian..... | | | | 1 | 880 | 1,437 | 2 | 721 | 1,276 | | |
| Danish..... | | | | 1 | 167 | 319 | 2 | 164 | 500 | | |
| Dutch..... | | | | 2 | 1,845 | 3,530 | 3 | 597 | 1,646 | | |
| French..... | 1 | 260 | 309 | 2 | 6,284 | 10,211 | 2 | 165 | 402 | | |
| German..... | 2 | 4,100 | 6,601 | 8 | | | | | | | |
| Italian..... | | | | 1 | 1,806 | 2,532 | 1 | 82 | 153 | 1 | 1,340 |
| Japanese..... | 4 | 595 | 897 | 4 | 3,105 | 5,042 | 2 | 707 | 1,237 | | 1,761 |
| Norwegian..... | 2 | 3,190 | 5,134 | 2 | 2,214 | 3,782 | | | | | |
| Russian..... | | | | 1 | 28 | 155 | 3 | 3,280 | 5,402 | | |
| Spanish..... | 2 | 225 | 364 | 2 | 1,008 | 1,708 | | | | | |
| Swedish..... | 1 | 741 | 1,188 | 4 | 4,290 | 6,792 | 7 | 6,039 | 10,772 | | |
| Other European countries. | 1 | 1,794 | 2,807 | 1 | 596 | 876 | 2 | 438 | 712 | | |
| Central and South America. | | | | | | | | | | | |
| Other countries..... | | | | | | | | | | | |
| Total..... | 19 | 10,306 | 35,914 | 44 | 43,069 | 70,084 | 36 | 22,399 | 37,760 | 3 | 2,877 |

^a Vessels condemned after damage by fire, collision, stranding, etc., are included, according to the date of the casualties, under "Burned," "Collision," "Wrecked," etc. Cases of breaking up, condemnation, etc., not known to be consequent upon stress of weather, etc., are excluded from the table. During 1909, 127 steamers, of 153,848 tons net, 251,900 tons gross (including 62 belonging to the United Kingdom of 82,924 tons net, 138,976 tons gross), come within this category.

^b Excluding vessels trading on the Great Lakes of North America.

^c Under the heading "Lost, etc.," are included total losses which, for want of sufficient information, or for other reasons, can not be otherwise classified.

9. NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1909, AS REPORTED UP TO JULY 16, 1910; ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY—Cont'd.

STEAM VESSELS—Continued

| Flag. | How lost—Continued. | | | | | | | | | Percentage lost ^c | |
|--------------------------------|----------------------|-----------|-------------|----------------------|-----------|-------------|---------------------|-----------|-------------|------------------------------|----------------------|
| | Missing ^a | | | Wrecked ^b | | | Total. ^c | | | Vessels owned | Gross tonnage owned. |
| | No. | Net tons. | Gross tons. | No. | Net tons. | Gross tons. | No. | Net tons. | Gross tons. | | |
| British: | | | | | | | | | | | |
| United Kingdom..... | 5 | 7,514 | 11,951 | 48 | 68,402 | 107,310 | 53 | 112,375 | 182,836 | 0.99 | 1.11 |
| Colonies..... | 1 | 26 | 130 | 10 | 7,706 | 12,202 | 17 | 10,250 | 16,852 | 1.27 | 1.37 |
| United States..... | | | | 9 | 8,772 | 13,523 | 14 | 13,279 | 20,706 | 1.18 | 1.25 |
| Austro-Hungarian..... | | | | | | | | | | | |
| Danish..... | | | | 1 | 161 | 243 | 4 | 1,768 | 2,956 | .72 | .44 |
| Dutch..... | | | | 3 | 3,104 | 4,971 | 6 | 3,435 | 5,850 | 1.19 | .65 |
| French..... | 1 | 93 | 315 | 3 | 2,649 | 4,391 | 10 | 5,444 | 10,191 | 1.13 | .70 |
| German..... | 3 | 873 | 1,836 | 15 | 15,265 | 24,846 | 30 | 26,777 | 43,896 | 1.66 | 1.13 |
| Italian..... | | | | 3 | 3,804 | 6,153 | 3 | 3,804 | 6,153 | .69 | .64 |
| Japanese..... | | | | 8 | 3,011 | 4,819 | 15 | 6,831 | 10,162 | 1.74 | .88 |
| Norwegian..... | 1 | 1,116 | 1,777 | 14 | 12,570 | 20,389 | 24 | 20,953 | 34,016 | 1.86 | 2.45 |
| Russian..... | | | | 4 | 4,586 | 7,074 | 6 | 6,800 | 10,856 | .85 | 1.43 |
| Spanish..... | | | | 4 | 3,221 | 5,165 | 8 | 6,529 | 10,722 | 1.67 | 1.56 |
| Swedish..... | | | | 5 | 2,035 | 3,553 | 9 | 3,268 | 5,625 | .94 | .73 |
| Other European countries..... | | | | 6 | 3,503 | 5,995 | 18 | 15,179 | 24,747 | | |
| Central and South America..... | 1 | 1,307 | 1,966 | 4 | 1,051 | 1,841 | 9 | 5,186 | 8,202 | | |
| Other countries..... | | | | | | | | | | | |
| Total..... | 12 | 10,929 | 17,978 | 137 | 139,840 | 222,475 | 256 | 241,881 | 393,770 | | |

^a Under the heading "Missing" are included only vessels so posted or reported during the period covered by the return.

^b Under the heading "Wrecked" are included vessels lost through stranding, or through striking rocks, sunken wrecks, etc.

^c Excluding cases of breaking up, condemnation, etc., which are not known to be consequent upon stress of weather, etc., including such cases, the grand total for 1909 is 383 steamers of 395,729 tons net, 645,670 tons gross.

NOTE.—Material of construction of above vessels: Steel, 134 of 279,382 tons, iron, 87 of 99,035 tons; wood and composite, 35 of 15,353 tons.

9 NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1909, AS REPORTED UP TO JULY 16, 1910, ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY—Cont'd.

SAILING VESSELS.

| Flag. | Sailing vessels owned, according to Lloyd's Register Book, 1909-10 | | How lost. | | | | | | | |
|--------------------------------|--|-----------|-------------------|--------|---------------------------|--------|---------|-------|------------|-------|
| | | | Abandoned at sea. | | Broken up, condemned, etc | | Burned. | | Collision. | |
| | No | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| British: | | | | | | | | | | |
| United Kingdom..... | 1,072 | 905,334 | 2 | 2,360 | | | 1 | 1,685 | 5 | 1,915 |
| Colonies..... | 735 | 218,391 | 6 | 3,294 | 3 | 1,814 | | | 1 | 317 |
| United States..... | a 1,820 | 1,179,011 | 10 | 4,448 | 2 | 471 | 2 | 425 | 3 | 1,306 |
| Austro-Hungarian..... | 9 | 5,481 | | | | | | | | |
| Danish..... | 312 | 65,060 | 2 | 275 | | | | | | |
| Dutch..... | 98 | 37,704 | | | | | | | | |
| French..... | 625 | 417,617 | 5 | 2,930 | | | 1 | | 1 | 107 |
| German..... | 363 | 377,667 | | | | | | 1,670 | 2 | 2,150 |
| Italian..... | 663 | 358,785 | | | 3 | 2,796 | 2 | 1,112 | 2 | 296 |
| Norwegian..... | 833 | 605,201 | 6 | 3,001 | 6 | 3,545 | | | 2 | 604 |
| Russian..... | 638 | 211,612 | 2 | 634 | 8 | 2,989 | | | 4 | 1,261 |
| Spanish..... | 80 | 23,113 | | | | | | | | |
| Swedish..... | 513 | 148,510 | 2 | 400 | 3 | 970 | | | 2 | 766 |
| Other European countries..... | | | | | | | | | 1 | 151 |
| Central and South America..... | | | 1 | 354 | | | | | | |
| Other countries..... | | | | | | | | | | |
| Total..... | | | 36 | 17,696 | 25 | 12,588 | 6 | 4,892 | 23 | 8,903 |

| Flag | How lost—Continued. | | | | | | | | Percentage lost. | |
|--------------------------------|---------------------|--------|------------|-------|----------|--------|----------|---------|------------------|----------|
| | Foundered. | | Lost, etc. | | Missing. | | Wrecked. | | Total | |
| | No | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| British: | | | | | | | | | | |
| United Kingdom..... | 3 | 3,599 | | | 5 | 5,079 | 15 | 12,467 | 31 | 28,035 |
| Colonies..... | | | | | 2 | 2,011 | 16 | 4,387 | 28 | 11,823 |
| United States..... | 6 | 5,580 | 2 | 1,024 | 4 | 3,596 | 42 | 35,700 | 71 | 52,553 |
| Austro-Hungarian..... | | | | | | | | | | |
| Danish..... | | | | | | | 3 | 511 | 5 | 786 |
| Dutch..... | | | | | 1 | 124 | 3 | 373 | 4 | 497 |
| French..... | 4 | 897 | | | 1 | 2,208 | 13 | 12,158 | 24 | 18,300 |
| German..... | 2 | 344 | | | | | 5 | 4,135 | 10 | 8,299 |
| Italian..... | | | | | 1 | 1,283 | 12 | 10,890 | 20 | 16,377 |
| Norwegian..... | 1 | 632 | 1 | 911 | 2 | 2,386 | 34 | 25,017 | 52 | 36,696 |
| Russian..... | 1 | 161 | | | 1 | 1,127 | 7 | 3,128 | 23 | 9,300 |
| Spanish..... | | | | | | | 3 | 1,748 | 3 | 1,748 |
| Swedish..... | | | | | | | 5 | 2,011 | 12 | 4,147 |
| Other European countries..... | | | | | | | | | 14 | 4,713 |
| Central and South America..... | 1 | 287 | | | | | 1 | 227 | 3 | 868 |
| Other countries..... | | | | | | | | | | |
| Total..... | 18 | 11,500 | 3 | 1,935 | 17 | 18,714 | 173 | 118,065 | c301 | e194,293 |

a Excluding vessels trading on the Great Lakes of North America.

b Cases of breaking up, condemnation, etc., not known to be consequent upon stress of weather, etc., are excluded from the table, during 1909, 182 vessels of 99,269 tons (including 25 belonging to the United Kingdom, of 11,361 tons), come within this category.

c Excluding cases of breaking up, condemnation, etc., which are not known to be consequent upon stress of weather, etc. Including such cases, the grand total for 1909 is 483 vessels of 293,562 tons net.

NOTE.—Material of construction of above vessels: Steel, 31, of 40,600 tons; iron, 40, of 52,898 tons; wood and composite, 224, of 100,795 tons.

9. NUMBER, TONNAGE, AND NATIONALITY OF VESSELS TOTALLY LOST, CONDEMNED, ETC., DURING THE YEAR 1909, AS REPORTED UP TO JULY 16, 1910; ALSO THE NUMBER AND TONNAGE OF STEAM AND SAILING VESSELS OWNED IN EACH COUNTRY—Cont'd.

STEAM AND SAILING VESSELS.

[The tonnage given is gross for steam vessels and net for sailing vessels.]

| Flag. | Steam and sailing vessels owned according to Lloyd's Register Book, 1909-10. | | How lost | | | | | | | |
|--------------------------------|--|------------|-------------------|--------|----------------------------|---------------------|---------|--------|------------|--------|
| | | | Abandoned at sea. | | Broken up, condemned, etc. | | Burned. | | Collision. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| British: | | | | | | | | | | |
| United Kingdom..... | 9,491 | 17,377,936 | 5 | 7,845 | 3 | 1,814 | 3 | 17,160 | 20 | 32,291 |
| Colonies..... | 2,074 | 1,448,506 | 7 | 4,051 | 3 | 1,814 | 3 | 1,145 | 1 | 317 |
| United States..... | ^a 3,007 | 2,835,536 | 10 | 4,448 | 2 | 474 | 3 | 2,419 | 5 | 4,600 |
| Austro-Hungarian..... | 356 | 750,157 | | | | | | | | |
| Danish..... | 870 | 742,158 | 2 | 275 | | | | | 1 | 1,437 |
| Dutch..... | 601 | 942,240 | | | | | | | 1 | 319 |
| French..... | 1,509 | 1,893,593 | 5 | 2,930 | | | 1 | 309 | 3 | 3,637 |
| German..... | 2,171 | 4,266,713 | | | | | 3 | 8,271 | 10 | 12,361 |
| Italian..... | 1,100 | 1,319,917 | | | 3 | 2,796 | 2 | 1,112 | 2 | 296 |
| Japanese ^b | 861 | 1,150,858 | | | | | 4 | 897 | 1 | 2,532 |
| Norwegian..... | 2,125 | 1,993,624 | 7 | 3,438 | 6 | 3,545 | 2 | 5,134 | 6 | 5,646 |
| Russian..... | 1,346 | 972,397 | 2 | 634 | 8 | 2,989 | | | 6 | 5,013 |
| Spanish..... | 559 | 710,018 | | | | | | | 1 | 155 |
| Swedish..... | 1,503 | 922,798 | 2 | 400 | 3 | 970 | 2 | 364 | 1 | 2,471 |
| Other European countries..... | | | | | | | 1 | 1,188 | 5 | 6,943 |
| Central and South America..... | | | 1 | 354 | | | 1 | 2,807 | 1 | 876 |
| Other countries..... | | | | | | | | | | |
| Total..... | | | 41 | 24,378 | ^c 25 | ^c 12,588 | 25 | 40,806 | 67 | 78,987 |

| Flag. | How lost—Continued. | | | | | | | | Percentage lost. | |
|--------------------------------|---------------------|--------|------------|-------|-----------------------|--------|----------------------|---------|------------------|------------------|
| | Foundered. | | Lost, etc. | | Missing. ^a | | Wrecked ^a | | Total. | Percentage lost. |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | | |
| British: | | | | | | | | | | |
| United Kingdom..... | 11 | 14,749 | 2 | 1,116 | 10 | 17,933 | 63 | 119,777 | 114 | 210,871 |
| Colonies..... | 2 | 2,615 | | | 3 | 2,141 | 26 | 16,589 | 45 | 28,675 |
| United States..... | 8 | 7,415 | 2 | 1,024 | 4 | 3,596 | 51 | 40,223 | 85 | 73,259 |
| Austro-Hungarian..... | 2 | 1,276 | | | | | 4 | 754 | 9 | 3,742 |
| Danish..... | 2 | 560 | | | 1 | 124 | 6 | 5,344 | 10 | 6,347 |
| Dutch..... | 7 | 2,543 | | | 2 | 2,523 | 16 | 10,549 | 34 | 28,491 |
| French..... | 4 | 746 | | | 3 | 1,836 | 20 | 28,981 | 40 | 52,195 |
| German..... | | | | | 1 | 1,283 | 15 | 17,043 | 23 | 22,530 |
| Italian..... | 1 | 153 | 1 | 1,761 | | | 8 | 4,819 | 15 | 10,102 |
| Japanese ^b | 3 | 1,869 | 1 | 911 | 3 | 4,163 | 48 | 46,006 | 76 | 70,712 |
| Norwegian..... | 1 | 161 | | | 1 | 1,127 | 11 | 10,202 | 29 | 20,156 |
| Russian..... | 3 | 5,402 | | | | | 7 | 6,913 | 11 | 12,470 |
| Spanish..... | | | | | | | 10 | 5,594 | 21 | 9,772 |
| Swedish..... | | | | | | | | | | |
| Other European countries..... | 7 | 10,772 | | | | | 20 | 10,708 | 33 | 29,611 |
| Central and South America..... | 3 | 999 | | | 1 | 1,966 | 5 | 2,068 | 12 | 9,070 |
| Other countries..... | | | | | | | | | | |
| Total..... | 54 | 49,200 | 6 | 4,812 | 29 | 36,692 | 310 | 340,540 | 457 | 458,063 |

^a Excluding vessels trading on the Great Lakes of North America.^b As all Japanese sailing vessels are not inserted in Lloyd's Register Book, none are included in these tables.^c Cases of breaking up, condemnation, etc., not known to be consequent upon stress of weather, etc., are excluded from the table; during 1909, 309 vessels, of 351,169 tons (including 87 belonging to the United Kingdom, of 150,340 tons) come within this category.^d Excluding cases of breaking up, condemnation, etc., which are not known to be consequent upon stress of weather, etc. Including such cases, the grand total for 1909 is 866 vessels, of 939,232 tons.

NOTE.—Material of construction of above vessels: Steel, 165, of 319,982 tons; Iron, 133, of 151,933 tons; wood and composite, 259, of 116,148 tons.

APPENDIX G.

THE WORLD'S LARGE AND FAST OCEAN STEAMSHIPS.

1. The following table shows owners of ocean screw steamships in the world of 12 knots or more, and of 2,000 gross tons or more, recorded in Lloyd's Register on July 1, 1910, including a few vessels building at that time. While in tonnage these vessels are about one-fourth of the world's seagoing steam tonnage, in efficiency, due to their size and speed, they represent more nearly one-third of the effective ocean-carrying power of the world in the general foreign and colonial carrying trade, and probably 85 per cent of the world's foreign passenger trade.

| Line. | Flag | Speed in knots. | | | | | | | | | | Total |
|---|-----------------------|-----------------|-----|-----|-----|-----|-----|-----|----|-----|----|-------|
| | | 20 | 19. | 18. | 17. | 16. | 15. | 14. | 13 | 12. | | |
| Compagnie Générale Transatlantique | French..... | 1 | 1 | .. | 8 | 1 | 2 | 2 | 5 | 6 | 32 | |
| International Mercantile Marine Co. | United States..... | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | 4 | |
| Norddeutscher Lloyd. | German..... | 4 | 1 | 2 | .. | 3 | 15 | 9 | 15 | 22 | 71 | |
| City of Dublin Steam Packet Co. | British..... | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 4 | |
| Cunard Steamship Co. | do..... | 3 | .. | 2 | .. | 2 | 1 | 2 | 1 | .. | 11 | |
| Lancashire and Yorkshire and L. & N. W. Railways. | do..... | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| Midland Railway Co. | do..... | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| Oceanic Steam Navigation Co., Ltd. | do..... | 3 | .. | 1 | 5 | 4 | 1 | .. | 11 | 1 | 26 | |
| Sloosvaart Maatschappij "Zeeland". | Dutch..... | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| Great Eastern Railway Co. | British..... | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 3 | |
| Isle of Man Steam Packet Co., Ltd. | do..... | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| Canadian Pacific Railway Co. | do..... | 2 | 1 | .. | .. | 5 | .. | .. | 6 | 11 | 25 | |
| Canadian Northern Steamships, Ltd. | do..... | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| Toyo Kisen Kaishiki Kaisha. | Japanese..... | 2 | .. | .. | 3 | .. | .. | 1 | 1 | 1 | 8 | |
| Metropolitan Steamship Co. | United States..... | 2 | .. | .. | .. | .. | 2 | 2 | .. | .. | 6 | |
| New England Navigation Co. | do..... | 1 | 3 | 1 | 2 | 7 | 4 | 4 | .. | .. | 22 | |
| Hamburg-American Line. | German..... | 1 | .. | .. | 3 | 3 | 4 | 4 | 14 | 38 | 67 | |
| Penninsular and Oriental Steam Navigation Co. | British..... | 1 | 1 | 13 | 3 | 7 | 3 | 16 | 4 | 4 | 62 | |
| Union Steamship Co. of New Zealand, Ltd. | do..... | 1 | 1 | .. | 1 | 2 | 4 | 7 | 5 | 2 | 23 | |
| Russian Volunteer Fleet Association. | Russian..... | 1 | 1 | .. | .. | .. | 2 | 5 | 1 | 6 | 16 | |
| Belfast Steamship Co., Ltd. | British..... | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| Dominion Atlantic Railway Co. | do..... | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| Imperial Marine Association. | do..... | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| Egyptian Mail Steamship Co., Ltd. (in liquidation). | do..... | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | |
| Compañía Transatlántica. | Spanish..... | .. | 1 | .. | .. | 2 | 2 | 5 | 6 | 1 | 17 | |
| Lloyd Italiano. | Italian..... | .. | 1 | .. | .. | .. | 2 | 4 | .. | .. | 7 | |
| Roumanian State Maritime Service. | Roumanian..... | .. | 4 | .. | .. | .. | .. | .. | .. | .. | 4 | |
| Orient Steam Navigation Co., Ltd. | British..... | .. | 8 | 1 | .. | .. | .. | .. | .. | .. | 9 | |
| New York and Cuba Mail Steamship Co. | United States..... | .. | 3 | 2 | 2 | 1 | 3 | .. | 1 | .. | 12 | |
| Pacific Mail Steamship Co. | do..... | .. | 2 | 1 | 2 | .. | 2 | 2 | 1 | .. | 10 | |
| Eastern Steamship Co. | do..... | .. | 1 | 2 | 2 | .. | .. | .. | .. | .. | 5 | |
| Alban Line Steamship Co., Ltd. | British..... | .. | 2 | .. | 2 | 2 | 2 | 2 | 2 | 6 | 16 | |
| Cia. Peruana de Vap. y Dique del Callao. | Peruvian..... | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 2 | |
| Société Anonyme de Navigation Belge-Américaine. | Belgian..... | .. | 1 | .. | 3 | .. | 2 | .. | .. | .. | 6 | |
| Great Central Railway Co. | British..... | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 | |
| Khedivial Mail Steamship and Graving Dock Co. | do..... | .. | 1 | .. | .. | 2 | 1 | 1 | .. | .. | 5 | |
| Union Castle Mail Steamship Co. | do..... | .. | .. | 11 | 2 | .. | 3 | 3 | 13 | .. | 32 | |
| Messageries Maritimes. | French..... | .. | 10 | 1 | .. | .. | 1 | 22 | 24 | 61 | 61 | |
| Navigazione Generale Italiana. | Italian..... | .. | 6 | 1 | 10 | 1 | 15 | 16 | .. | .. | 48 | |
| Oceanic Steamship Co. | United States..... | .. | 3 | 1 | .. | .. | .. | .. | .. | .. | 4 | |
| Lloyd Austriaco. | Austro-Hungarian..... | .. | 2 | 2 | 3 | 8 | 16 | 12 | .. | .. | 43 | |
| British India Steam Navigation Co., Ltd. | British..... | .. | 2 | 4 | 2 | 6 | 3 | 18 | .. | .. | 35 | |
| Thos. Wilson Sons & Co., Ltd. | do..... | .. | 1 | .. | .. | 4 | 2 | 2 | .. | .. | 9 | |
| Quebec Steamship Co., Ltd. | do..... | .. | 1 | .. | .. | 1 | 1 | 2 | .. | .. | 5 | |
| Canadian Government. | do..... | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 1 | |

a Including 24 vessels of over 20 knots

| Line. | Flag. | Speed in knots. | | | | | | | | | | Total. |
|--|-------------------|-----------------|-----|-----|-----|----|-----|-----|-----|----|----|--------|
| | | 20 | 19. | 18. | 17. | 16 | 15. | 14. | 13. | 12 | | |
| Imperial Direct West India Mail Service. | British..... | | | | 1 | | 3 | | | | 4 | |
| Unione Austriaca di Navigazione.... | Austro-Hungarian. | | | | 1 | 2 | 2 | 2 | 5 | 6 | 18 | |
| Nederlandsch-Amerikaansche Stoomvaart Maatschappij. | Dutch..... | | | | 1 | 1 | | | | | 6 | |
| Atlantic Transport Co., Ltd..... | British..... | | | | | 4 | | 1 | 3 | | 8 | |
| Chargeurs Réunis..... | French..... | | | | | 4 | 1 | 1 | 6 | 10 | 22 | |
| Huddart, Parker & Co., Proprietary, Ltd. | British..... | | | | | 3 | 3 | | | 2 | 8 | |
| Det Forenede Dampskibs Selskab. | Danish..... | | | | | 3 | 1 | | | | 4 | |
| Maine Steamship Co..... | United States.. | | | | | 2 | | | | | 2 | |
| Pacific Coast Steamship Co..... | do..... | | | | | 2 | 2 | 4 | | 2 | 10 | |
| Southern Pacific Co..... | do..... | | | | | 2 | 7 | 3 | 1 | 5 | 18 | |
| Pacific Steam Navigation Co..... | British..... | | | | | 2 | 6 | 4 | 3 | 17 | 32 | |
| Anchor Line (Henderson Bros., Ltd.) | do..... | | | | | 2 | 1 | 1 | 4 | 8 | 16 | |
| Lloyd Sabaudo..... | Italian..... | | | | | 2 | | 3 | | | 5 | |
| Svenska Statens Jernvägar..... | Swedish..... | | | | | 2 | | | | | 2 | |
| Howard Smith Co., Ltd..... | British..... | | | | | 2 | | | | 3 | 5 | |
| Adelaide Steamship Co., Ltd..... | do..... | | | | | 2 | | | 2 | 2 | 6 | |
| British and North Atlantic Steam Navigation Co., Ltd. | do..... | | | | | 1 | 1 | | 2 | 4 | 8 | |
| La Veloce Navigazione Italiana..... | Italian..... | | | | | 1 | 3 | 2 | 3 | | 9 | |
| Malloy Steamship Co..... | United States.. | | | | | 1 | 2 | 1 | 5 | 4 | 13 | |
| Alaska Steamship Co..... | British..... | | | | | 1 | | | | | 1 | |
| Anglo-Algerian Steamship Co., Ltd. | do..... | | | | | 1 | | | 1 | 5 | 10 | |
| International Navigation Co..... | do..... | | | | | 1 | | 3 | | | 4 | |
| Cia. Argentina de Nav..... | Argentina..... | | | | | 1 | | | | | 1 | |
| Cie. de Navigation Mixte..... | French..... | | | | | 1 | 1 | | | | 2 | |
| Nippon Yusen Kabushiki Kaisha..... | Japanese..... | | | | | 1 | 9 | 10 | 17 | 2 | 39 | |
| Russian East Asiatic Steamship Co., Ltd. | Russian..... | | | | | 1 | 1 | | 2 | | 4 | |
| Finlska Angfartygs Aktiebolaget.... | do..... | | | | | 1 | 2 | | | | 3 | |
| Royal Mail Steam Packet Co..... | British..... | | | | | | 16 | | 2 | 5 | 23 | |
| Old Dominion Steamship Co..... | United States.. | | | | | | 5 | | | | 5 | |
| Merchants and Miners' Transportation Co. | do..... | | | | | | 5 | 3 | 8 | 1 | 17 | |
| Bibby Steamship Co..... | British..... | | | | | | 5 | 3 | | | 8 | |
| Australasian United Steam Navigation Co. | do..... | | | | | | 5 | 5 | | | 10 | |
| G. Thompson & Co., Ltd..... | do..... | | | | | | 3 | 2 | | | 5 | |
| American Mail Steamship Co..... | United States.. | | | | | | 3 | | | | 3 | |
| Hamburg Süd Amerikanische Dampfschiffahrts-Gesellschaft. | German..... | | | | | | 2 | 1 | 1 | 4 | 8 | |
| Ellerman Lines..... | British..... | | | | | | 2 | 3 | 6 | 33 | 44 | |
| Prince Line..... | do..... | | | | | | 2 | | | 9 | 11 | |
| Thule Angf. Aktieb..... | Swedish..... | | | | | | 1 | | | | 1 | |
| Booth Steamship Co., Ltd..... | British..... | | | | | | 1 | 4 | 3 | 4 | 12 | |
| Carron Co..... | do..... | | | | | | 1 | | | | 1 | |
| McIlwraith, McEacharn & Co., Proprietary, Ltd. | do..... | | | | | | 1 | | | | 1 | |
| China Merchants Steam Navigation Co., Ltd. | Chinese..... | | | | | | 1 | | 2 | | 3 | |
| China Mutual Steam Navigation Co., Ltd. | British..... | | | | | | 1 | 3 | 5 | 5 | 14 | |
| Cyprien Fabre Co..... | French..... | | | | | | 1 | 2 | | | 3 | |
| Embarcos Bros..... | Greek..... | | | | | | 1 | | | | 1 | |
| Koninklijke Hollandse Lloyd..... | Dutch..... | | | | | | 1 | | | | 1 | |
| Koninklijke Paketvaart Maatschappij. | do..... | | | | | | 1 | 2 | | 16 | 19 | |
| New York and Porto Rico Steamship Co. | United States.. | | | | | | 1 | | 1 | | 2 | |
| Matson Navigation Co..... | do..... | | | | | | 1 | 1 | | | 2 | |
| Compañia Sud-Americana de Vapores. | Chilean..... | | | | | | | 11 | | | 11 | |
| Stoomvaart Maatschappij, Nederland. | Dutch..... | | | | | | | 8 | 1 | | 9 | |
| Tropical Fruit Steamship Co..... | British..... | | | | | | | 8 | | | 8 | |
| Ocean Steamship Co..... | do..... | | | | | | | 7 | 17 | 11 | 35 | |
| Rotterdamse Lloyd..... | Dutch..... | | | | | | | 7 | | 5 | 12 | |
| F. Leyland & Co..... | British..... | | | | | | | 6 | 9 | 14 | 29 | |
| Deutsche Ost-Afrika-Linie..... | German..... | | | | | | | 4 | 2 | 6 | 12 | |
| Clyde Steamship Co..... | United States.. | | | | | | | 4 | 1 | 1 | 6 | |
| Liverpool, Brazil and River Plate Steam Navigation Co., Ltd. | British..... | | | | | | | 4 | 3 | 14 | 21 | |
| Société Générale des Transports Maritimes à Vapeur. | French..... | | | | | | | 3 | 4 | 2 | 9 | |
| R. P. Houston & Co..... | British..... | | | | | | | 3 | 5 | 10 | 18 | |
| Cie Belge Maritime du Congo..... | Belgian..... | | | | | | | 3 | | | 3 | |
| Società di Navigazione a Vapore Italia. | Italian..... | | | | | | | 3 | | 2 | 5 | |
| Alaska Steamship Co..... | United States.. | | | | | | | 3 | | | 3 | |
| Atlantic and Caribbean Steam Navigation Co. | do..... | | | | | | | 2 | | | 2 | |

| Line. | Flag. | Speed in knots | | | | | | | | | | Total. |
|---|---------------|----------------|-----|-----|-----|-----|-----|-----|-----|-----|----|--------|
| | | 20. | 19. | 18. | 17. | 16. | 15. | 14. | 13. | 12. | | |
| Peninsular and Oriental Branch Service to Australia via The Cape. | British | | | | | | | 2 | 3 | | 5 | |
| Empresa Nacional de Navegação a Vapor. | Portuguese | | | | | | | 2 | 6 | | 8 | |
| Pinaros, Izquierdo y Cia. | Spanish | | | | | | | 2 | 2 | 2 | 6 | |
| Eastern and Australian Steamship Co. | British | | | | | | | 1 | 2 | | 3 | |
| Apear & Co. | do. | | | | | | | 1 | 1 | 3 | 5 | |
| Great Northern Steamship Co. | United States | | | | | | | 1 | | | 1 | |
| Turnbull, Martin & Co. | British | | | | | | | 1 | | 6 | 7 | |
| H. W. Harding | do. | | | | | | | 1 | 1 | | 2 | |
| Elder Dempster Shipping, Ltd. | do. | | | | | | | 1 | 1 | 5 | 10 | |
| J. T. Duncan Co. | do. | | | | | | | 1 | 1 | | 2 | |
| African Steamship Co. | do. | | | | | | | 1 | 10 | 3 | 11 | |
| British and African Steam Navigation Co., Ltd. | do. | | | | | | | 1 | 2 | 5 | 8 | |
| New Zealand Shipping Co., Ltd. | do. | | | | | | | 1 | 9 | 1 | 11 | |
| Lian Chin Tsong | do. | | | | | | | 1 | | | 1 | |
| Shaw, Savill and Albion Co., Ltd. | do. | | | | | | | 1 | 5 | 5 | 11 | |
| Lloyd Brasileiro | Brazilian | | | | | | | 1 | 3 | | 4 | |
| Panama Railroad Co. | United States | | | | | | | 1 | | 1 | 2 | |
| Standard Oil Co. | do. | | | | | | | 1 | | | 1 | |
| American-Hawaiian Steamship Co. | do. | | | | | | | 1 | 9 | 6 | 16 | |
| Chauteau Steamship Co. | British | | | | | | | 28 | 11 | | 39 | |
| Bullard, King & Co. | do. | | | | | | | 7 | | | 7 | |
| Elder & Fyffes | do. | | | | | | | 5 | 2 | | 7 | |
| Furness, Withy & Co. | do. | | | | | | | 5 | 9 | | 14 | |
| Woermann Linie, Kommandit Ges. | German | | | | | | | 5 | 3 | | 8 | |
| Houlder Brothers & Co. | British | | | | | | | 1 | 3 | | 4 | |
| Donaldson Bros. | do. | | | | | | | 4 | 4 | | 8 | |
| Kon. West Indische Maildienst | Dutch | | | | | | | 4 | | | 4 | |
| Bucknall Steamship Lines. | British | | | | | | | 3 | 14 | | 17 | |
| Ulster Steamship Co. | do. | | | | | | | 3 | 5 | | 8 | |
| Wm. Johnston & Co. | do. | | | | | | | 3 | 2 | | 5 | |
| Handelhaus Gebr. Lassmann | Russian | | | | | | | 3 | | | 3 | |
| G. Warren & Co. | British | | | | | | | 3 | 1 | | 4 | |
| Wilson & Furness-Leyland Line | do. | | | | | | | 2 | 5 | | 7 | |
| Nelson Line | do. | | | | | | | 2 | 6 | | 8 | |
| J. H. Welsford & Co. | do. | | | | | | | 2 | 2 | | 4 | |
| Donald, Currie & Co. | do. | | | | | | | 2 | | | 2 | |
| John T. Rennie Son & Co. | do. | | | | | | | 2 | 5 | | 7 | |
| Cairns, Noble & Co. | do. | | | | | | | 2 | 4 | | 6 | |
| Hellenic Transatlantic Steam Navigation Co. | Greek | | | | | | | 2 | | | 2 | |
| Osaka Shosen Kabushiki Kaisha | Japanese | | | | | | | 2 | 7 | | 9 | |
| Ocean Steamship Co. of Savannah | United States | | | | | | | 2 | 7 | | 9 | |
| Indo-China Steam Navigation Co. | British | | | | | | | 2 | 2 | | 4 | |
| China and Manila Steamship Co. | do. | | | | | | | 2 | | | 2 | |
| Melbourne Steamship Co. | do. | | | | | | | 1 | | | 1 | |
| Mississippi and Dominion Steamship Co. | do. | | | | | | | 1 | | | 1 | |
| C. T. Bowring & Co. | do. | | | | | | | 1 | 1 | | 2 | |
| General Steam Navigation Co. | do. | | | | | | | 1 | | | 1 | |
| O. & A. Irgons | Norwegian | | | | | | | 1 | | | 1 | |
| Conemaugh Steamship Co. | United States | | | | | | | 1 | | | 1 | |
| N. Paquet & Co. | French | | | | | | | 1 | 2 | | 3 | |
| Pacific Cable Board | British | | | | | | | 1 | | | 1 | |
| Mogul Steamship Co. | do. | | | | | | | 1 | | | 1 | |
| Cayzer, Irvine & Co. | do. | | | | | | | | | 23 | 23 | |
| Deutsche Dampfschiff Ges. Kosmos | German | | | | | | | | 17 | | 17 | |
| Asiatic Steam Navigation Co. | British | | | | | | | | 11 | | 11 | |
| Russian Steam Navigation and Trading Co. | Russian | | | | | | | | 7 | | 7 | |
| Lawther, Latta & Co. | British | | | | | | | | 7 | | 7 | |
| Tyser & Co. | do. | | | | | | | | 5 | | 5 | |
| James P. Corry & Co. | do. | | | | | | | | 5 | | 5 | |
| P. Henderson & Co. | do. | | | | | | | | 4 | | 4 | |
| McGregor, Gow & Co. | do. | | | | | | | | 4 | | 4 | |
| Tyzack & Branfoot Steam Shipping Co. | do. | | | | | | | | 4 | | 4 | |
| E. Bates & Sons | do. | | | | | | | | 4 | | 4 | |
| T. & J. Brocklebank | do. | | | | | | | | 4 | | 4 | |
| C. Barrie & Son | do. | | | | | | | | 3 | | 3 | |
| Manchester Liners | do. | | | | | | | | 3 | | 3 | |
| Deutsche Levante Linie | German | | | | | | | | 3 | | 3 | |
| Det Ostasiatiske Kompagni | Danish | | | | | | | | 3 | | 3 | |
| Federal Steam Navigation Co. | British | | | | | | | | 2 | | 2 | |
| Bd. Blumenfeld | German | | | | | | | | 2 | | 2 | |
| Douglas Steamship Co. | British | | | | | | | | 2 | | 2 | |
| La Fédération Maritime de Bretagne | French | | | | | | | | 2 | | 2 | |
| Moss Steamship Co. | British | | | | | | | | 1 | | 1 | |
| British and Burmese Steam Navigation Co. | do. | | | | | | | | 1 | | 1 | |

| Line. | Flag. | Speed in knots. | | | | | | | | | | Total. |
|--|---------------------|-----------------|-------|-------|-------|-------|-------|-------|-------|-----|-------|--------|
| | | 20 | 19. | 18. | 17. | 16. | 15. | 14. | 13. | 12. | | |
| Bombay and Persia Steam Navigation Co. | British ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Atlantic and Eastern Steamship Co. | do. .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| William Gorthwaite. | do. .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Rankin, Gilmour & Co. | do. .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Eastern Shipping Co. | do. .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Fraissinet & Co. | French. .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Cie. Nantaise de Nav à Vapeur | do. .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| E. A. de Castro Martins. | Brazilian. .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Standard Oil Co. of California. | United States ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Yeoward Brothers. | British. .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1 | |
| Total..... | ..... | 49 | 18 | 45 | 71 | 109 | 171 | 257 | 431 | 659 | 1,810 | |

2. The following table classifies these vessels in 1910 according to speed and flag:

| Flag. | Speed in knots. | | | | | | | | | | | | | | | Total. |
|-------------------|-----------------|-----|----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|--------|
| | 25. | 24. | 23 | 22. | 21 | 20. | 19. | 18. | 17. | 16. | 15. | 14. | 13. | 12. | | |
| British..... | 2 | 1 | 4 | 1 | 3 | 16 | 11 | 28 | 27 | 47 | 66 | 112 | 234 | 398 | 950 | |
| German..... | | | 4 | 1 | | | 1 | 2 | 3 | 6 | 21 | 18 | 37 | 95 | 188 | |
| Dutch..... | | | 3 | | | | | | 1 | 1 | 6 | 17 | 5 | 21 | 54 | |
| French..... | | | | 1 | 2 | 1 | 1 | | 18 | 13 | 5 | 9 | 38 | 48 | 136 | |
| United States.. | | | | | 2 | 5 | 3 | 7 | 10 | 21 | 28 | 36 | 30 | 31 | 173 | |
| Japanese..... | | | | | | 2 | | | 3 | 1 | 9 | 11 | 20 | 10 | 56 | |
| Russian..... | | | | | | 1 | 1 | | | 2 | 5 | 5 | 6 | 13 | 33 | |
| Spanish..... | | | | | | | 1 | | | 2 | 5 | 7 | 8 | 3 | 26 | |
| Roumanian..... | | | | | | | | 4 | | | | | | | 4 | |
| Peruvian..... | | | | | | | | 2 | | | | | | | 2 | |
| Italian..... | | | | | | | | 1 | 6 | 3 | 14 | 13 | 18 | 18 | 73 | |
| Belgian..... | | | | | | | | 1 | | 3 | | 5 | | | 9 | |
| Austro-Hungarian. | | | | | | | | | 3 | 4 | 8 | 10 | 21 | 18 | 64 | |
| Danish..... | | | | | | | | | | 3 | 1 | | | 3 | 7 | |
| Swedish..... | | | | | | | | | | 2 | 1 | | | | 3 | |
| Argentinian..... | | | | | | | | | | 1 | | | | | 1 | |
| Chinese..... | | | | | | | | | | | 1 | | 2 | | 3 | |
| Greek..... | | | | | | | | | | | 1 | | 2 | | 3 | |
| Chilean..... | | | | | | | | | | | | 11 | | | 11 | |
| Portuguese..... | | | | | | | | | | | | 2 | 6 | | 8 | |
| Brazilian..... | | | | | | | | | | | | 1 | 3 | 1 | 5 | |
| Norwegian..... | | | | | | | | | | | | | | 1 | 1 | |
| Total..... | 2 | 1 | 11 | 3 | 7 | 25 | 18 | 45 | 71 | 109 | 171 | 257 | 431 | 659 | 1,810 | |

APPENDIX H.

PROGRESS OF BRITISH, GERMAN, AND JAPANESE SHIPPING.

The following tables illustrate the progress of British, German, and Japanese shipping. The statement of British shipping for earlier years is compiled from complete returns published in full in the report for 1901 (pp. 468-483), through the courtesy of Walter J. Howell, esq., marine undersecretary of the board of trade, supplemented by the annual returns on navigation and shipping.

1. PROGRESS OF BRITISH SHIPPING.

TABLE 1.—*Number and net tonnage of registered vessels of British Empire, 1801-1909, with number of men employed, 1801-1878.*

| Year ended Dec 31— | United Kingdom. | | British possessions | | Total in British Empire | | |
|--------------------|-----------------|------------------|---------------------|-----------------|-------------------------|------------------|------------|
| | <i>Number.</i> | <i>Net tons.</i> | <i>Number</i> | <i>Net tons</i> | <i>Number</i> | <i>Net tons.</i> | <i>Men</i> |
| 1801..... | 16,426 | 1,780,325 | 3,285 | 251,924 | 19,711 | 2,038,253 | 149,766 |
| 1810..... | 20,253 | 2,210,661 | 3,450 | 215,383 | 23,703 | 2,426,044 | 164,195 |
| 1820..... | 21,969 | 2,439,029 | 3,405 | 209,564 | 25,374 | 2,648,593 | 174,611 |
| 1830..... | 19,174 | 2,201,592 | 4,517 | 330,227 | 23,721 | 2,531,819 | 151,812 |
| 1840..... | 22,654 | 2,768,262 | 6,308 | 513,276 | 28,962 | 3,311,538 | 201,340 |
| 1850..... | 25,981 | 3,565,133 | 8,301 | 667,820 | 34,288 | 4,232,962 | 239,283 |
| 1860..... | 27,663 | 4,658,687 | 10,838 | 1,052,281 | 38,501 | 5,710,968 | 291,480 |
| 1870..... | 26,367 | 5,090,789 | 11,220 | 1,458,345 | 37,587 | 7,149,134 | 327,449 |
| 1878..... | 25,884 | 6,555,164 | 12,732 | 1,774,257 | 38,616 | 8,329,421 | 358,158 |
| 1880..... | 25,185 | 6,574,513 | 13,751 | 1,872,658 | 38,939 | 8,447,171 | ..... |
| 1890..... | 21,591 | 7,978,538 | 14,623 | 1,709,550 | 36,214 | 9,688,088 | ..... |
| 1895..... | 21,003 | 8,988,450 | 14,908 | 1,516,212 | 35,911 | 10,504,662 | ..... |
| 1900..... | 19,982 | 9,304,108 | 14,893 | 1,447,284 | 34,875 | 10,751,392 | ..... |
| 1901..... | 20,056 | 9,608,420 | 15,207 | 1,511,968 | 35,263 | 11,120,388 | ..... |
| 1902..... | 20,258 | 10,054,770 | 15,523 | 1,511,975 | 35,781 | 11,566,745 | ..... |
| 1903..... | 20,452 | 10,268,604 | 15,951 | 1,502,835 | 36,406 | 11,831,439 | ..... |
| 1904..... | 20,580 | 10,554,520 | 16,475 | 1,601,581 | 37,055 | 12,156,101 | ..... |
| 1905..... | 20,581 | 10,735,582 | 16,736 | 1,596,822 | 37,317 | 12,332,404 | ..... |
| 1906..... | 20,764 | 11,167,332 | 17,108 | 1,624,049 | 37,872 | 12,791,381 | ..... |
| 1907..... | 21,042 | 11,485,099 | 17,300 | 1,608,250 | 38,342 | 13,183,355 | ..... |
| 1908..... | 21,168 | 11,541,394 | 17,440 | 1,721,960 | 38,608 | 13,263,354 | ..... |
| 1909..... | 21,180 | 11,585,878 | 17,609 | 1,702,135 | 38,708 | 13,348,013 | ..... |

TABLE 2.—*Number and net tonnage of steam vessels belonging to the British Empire, 1814-1909.*

| Year. | United Kingdom. | | British possessions. | | Total in British Empire. | |
|-----------|-----------------|------------------|----------------------|------------------|--------------------------|------------------|
| | <i>Number.</i> | <i>Net tons.</i> | <i>Number.</i> | <i>Net tons.</i> | <i>Number</i> | <i>Net tons.</i> |
| 1814..... | 1 | 69 | 1 | 387 | 2 | 456 |
| 1820..... | 34 | 3,018 | 0 | 4,225 | 34 | 7,243 |
| 1830..... | 298 | 30,330 | 17 | 3,105 | 315 | 33,434 |
| 1840..... | 771 | 87,928 | 53 | 7,870 | 824 | 95,807 |
| 1850..... | 1,187 | 168,471 | 163 | 19,157 | 1,350 | 187,631 |
| 1860..... | 2,000 | 454,327 | 337 | 45,817 | 2,337 | 500,144 |
| 1870..... | 3,179 | 1,112,934 | 618 | 89,200 | 3,796 | 1,202,134 |
| 1880..... | 5,247 | 2,729,468 | 1,056 | 225,814 | 6,303 | 2,955,282 |
| 1890..... | 7,410 | 5,042,517 | 2,730 | 371,189 | 10,140 | 5,413,706 |
| 1895..... | 8,386 | 6,121,555 | 3,151 | 422,900 | 11,537 | 6,544,455 |
| 1900..... | 9,209 | 7,207,010 | 3,672 | 532,183 | 12,881 | 7,739,193 |
| 1901..... | 9,484 | 7,617,793 | 3,708 | 571,830 | 13,252 | 8,189,623 |
| 1902..... | 9,803 | 8,104,085 | 3,612 | 587,162 | 13,745 | 8,691,257 |
| 1903..... | 10,122 | 8,399,688 | 4,140 | 629,718 | 14,262 | 9,029,386 |
| 1904..... | 10,370 | 8,751,853 | 4,351 | 674,040 | 14,721 | 9,425,893 |
| 1905..... | 10,522 | 9,004,810 | 4,515 | 699,450 | 15,037 | 9,755,266 |
| 1906..... | 10,907 | 9,612,013 | 4,753 | 728,576 | 15,660 | 10,340,589 |
| 1907..... | 11,304 | 10,023,723 | 5,024 | 814,808 | 16,418 | 10,838,531 |
| 1908..... | 11,626 | 10,138,613 | 5,171 | 841,678 | 16,797 | 10,980,291 |
| 1909..... | 11,797 | 10,284,818 | 5,373 | 888,740 | 17,170 | 11,173,558 |

TABLE 2.—*Number and net tonnage of steam vessels belonging to the British Empire, 1814-1909—Continued.*

GROSS STEAM TONNAGE, UNITED KINGDOM, 1890-1909.

| Year. | Gross tons. | Year. | Gross tons. | Year. | Gross tons. |
|-----------|-------------|-----------|-------------|-----------|-------------|
| 1890..... | 8,095,370 | 1900..... | 11,816,924 | 1900..... | 15,783,724 |
| 1895..... | 9,952,211 | 1901..... | 12,472,584 | 1907..... | 16,513,782 |
| 1896..... | 10,237,703 | 1902..... | 13,263,865 | 1908..... | 16,735,722 |
| 1897..... | 10,401,202 | 1903..... | 13,770,709 | 1909..... | 16,994,732 |
| 1898..... | 10,829,811 | 1904..... | 14,358,823 | | |
| 1899..... | 11,341,622 | 1905..... | 14,883,594 | | |

TABLE 3.—*Number and net tonnage of vessels built and registered in British Empire, 1800-1909.^a*

| Year. | United Kingdom. | | British possessions. | | Total in British Empire. | |
|-----------|-----------------|---------|----------------------|---------|--------------------------|---------|
| | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1800..... | 930 | 111,589 | 126 | 11,004 | 1,056 | 122,593 |
| 1810..... | (b) | (b) | (b) | (b) | 870 | 115,638 |
| 1820..... | 635 | 68,142 | 248 | 16,440 | 883 | 84,582 |
| 1830..... | 750 | 77,411 | 307 | 32,719 | 1,117 | 110,130 |
| 1840..... | 1,448 | 220,064 | 771 | 143,288 | 2,219 | 363,352 |
| 1850..... | 725 | 137,530 | 714 | 124,053 | 1,439 | 262,483 |
| 1860..... | 1,047 | 214,410 | 975 | 104,418 | 1,722 | 318,828 |
| 1870..... | 970 | 342,209 | 642 | 122,660 | 1,612 | 464,908 |
| 1880..... | 822 | 403,841 | 614 | 79,070 | 1,436 | 482,911 |
| 1890..... | 858 | 652,013 | 475 | 58,554 | 1,333 | 710,567 |
| 1895..... | 860 | 519,622 | 400 | 22,566 | 1,260 | 542,188 |
| 1900..... | 1,171 | 736,906 | 507 | 34,002 | 1,768 | 770,908 |
| 1901..... | 1,204 | 775,681 | 578 | 46,323 | 1,782 | 822,004 |
| 1902..... | 1,295 | 800,374 | 718 | 43,862 | 2,013 | 844,236 |
| 1903..... | 1,163 | 620,060 | 796 | 52,108 | 1,959 | 681,267 |
| 1904..... | 1,043 | 735,384 | 722 | 47,030 | 1,765 | 782,414 |
| 1905..... | 999 | 853,433 | 612 | 29,333 | 1,611 | 882,766 |
| 1906..... | 1,153 | 922,182 | 715 | 37,285 | 1,868 | 924,060 |
| 1907..... | 1,260 | 740,812 | 692 | 51,751 | 1,958 | 792,563 |
| 1908..... | 894 | 413,052 | 566 | 40,663 | 1,460 | 453,715 |
| 1909..... | 824 | 510,800 | 547 | 33,880 | 1,371 | 544,770 |

TABLE 4.—*Number and net tonnage of steam vessels built and registered in British Empire, 1814-1909.^a*

| Year. | United Kingdom. | | British possessions. | | Total in British Empire. | |
|-----------|-----------------|---------|----------------------|--------|--------------------------|---------|
| | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1814..... | 5 | 285 | 1 | 387 | 6 | 672 |
| 1820..... | 8 | 655 | 1 | 116 | 9 | 771 |
| 1830..... | 18 | 1,745 | 1 | 481 | 19 | 2,226 |
| 1840..... | 74 | 10,178 | 3 | 461 | 77 | 10,639 |
| 1850..... | 68 | 14,584 | 13 | 943 | 81 | 15,527 |
| 1860..... | 200 | 54,018 | 11 | 1,724 | 211 | 55,742 |
| 1870..... | 430 | 225,365 | 31 | 2,093 | 461 | 228,058 |
| 1880..... | 474 | 346,361 | 70 | 4,715 | 544 | 351,076 |
| 1890..... | 581 | 528,789 | 97 | 6,499 | 678 | 535,288 |
| 1895..... | 541 | 465,467 | 93 | 6,809 | 634 | 472,276 |
| 1900..... | 667 | 698,330 | 136 | 7,352 | 803 | 705,682 |
| 1901..... | 637 | 720,714 | 142 | 12,159 | 779 | 732,873 |
| 1902..... | 645 | 735,563 | 164 | 9,109 | 809 | 744,672 |
| 1903..... | 695 | 580,758 | 194 | 20,897 | 889 | 607,655 |
| 1904..... | 680 | 701,635 | 199 | 17,325 | 879 | 718,960 |
| 1905..... | 713 | 821,059 | 205 | 8,008 | 918 | 829,067 |
| 1906..... | 819 | 890,280 | 246 | 11,261 | 1,065 | 901,345 |
| 1907..... | 929 | 716,538 | 279 | 24,319 | 1,208 | 740,857 |
| 1908..... | 593 | 386,431 | 201 | 13,843 | 794 | 400,274 |
| 1909..... | 570 | 484,290 | 263 | 13,740 | 833 | 498,030 |

^a In 1880 and subsequent years all vessels built in the United Kingdom for British owners are included, whether registered or not. Vessels built in the British possessions in years prior to those in which they were registered appear in the years in which they were first registered.

^b Records destroyed by fire at custom-house.

TABLE 5.—*Net tonnage built in United Kingdom for British and colonial register and for foreigners, 1858-1909.*

| Year. | For home and the colonies. | | | For foreigners. | | | Total. | | |
|-----------|----------------------------|----------------|--------------|------------------|----------------|--------------|------------------|----------------|--------------|
| | Sailing vessels. | Steam vessels. | Total. | Sailing vessels. | Steam vessels. | Total. | Sailing vessels. | Steam vessels. | Total. |
| | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> |
| 1858..... | 154,930 | 53,150 | 208,080 | 1,518 | 26,956 | 28,474 | 156,118 | 80,106 | 236,564 |
| 1860..... | 158,172 | 53,796 | 211,968 | | 13,903 | 13,903 | 158,172 | 67,699 | 225,871 |
| 1870..... | 117,032 | 123,671 | 342,706 | 9,429 | 42,222 | 51,651 | 126,461 | 267,806 | 394,357 |
| 1880..... | 57,480 | 316,361 | 403,841 | 585 | 68,170 | 69,055 | 58,065 | 411,831 | 472,896 |
| 1890..... | 123,224 | 528,789 | 652,013 | 25,468 | 135,157 | 160,625 | 148,692 | 665,916 | 812,638 |
| 1895..... | 54,155 | 465,467 | 519,622 | 10,562 | 117,450 | 128,012 | 61,717 | 582,917 | 647,634 |
| 1900..... | 38,576 | 698,330 | 736,906 | 7,516 | 199,815 | 207,361 | 61,122 | 898,145 | 941,267 |
| 1901..... | 54,967 | 720,714 | 775,681 | 6,481 | 189,737 | 196,218 | 61,448 | 910,451 | 971,699 |
| 1902..... | 64,811 | 735,563 | 800,374 | 16,253 | 133,605 | 149,858 | 81,064 | 869,108 | 950,232 |
| 1903..... | 42,311 | 586,758 | 629,069 | 14,007 | 115,112 | 129,239 | 56,108 | 701,900 | 758,308 |
| 1904..... | 33,740 | 701,635 | 735,381 | 17,979 | 128,819 | 146,828 | 51,728 | 830,481 | 882,212 |
| 1905..... | 30,374 | 821,059 | 851,433 | 7,716 | 178,719 | 186,435 | 38,080 | 909,778 | 1,037,858 |
| 1906..... | 31,902 | 890,280 | 922,182 | 17,181 | 209,197 | 226,378 | 19,093 | 1,009,477 | 1,148,560 |
| 1907..... | 24,274 | 716,538 | 737,812 | 16,516 | 280,689 | 296,155 | 36,790 | 997,177 | 1,033,967 |
| 1908..... | 26,621 | 386,431 | 413,052 | 10,771 | 169,390 | 180,161 | 37,692 | 555,821 | 593,513 |
| 1909..... | 21,381 | 482,301 | 503,685 | 7,815 | 102,389 | 110,701 | 28,696 | 584,693 | 613,389 |

TABLE 6.—*Number and net tonnage of sail and steam vessels purchased from foreigners and registered in United Kingdom, 1853-1909.*

| Year | Sailing vessels. | | Steam vessels. | | Total | |
|-----------|------------------|---------|----------------|--------|--------|---------|
| | Number | Tons. | Number. | Tons. | Number | Tons. |
| 1853..... | (a) | (a) | (a) | (a) | 102 | 30,073 |
| 1854..... | (a) | (a) | (a) | (a) | 267 | 97,641 |
| 1855..... | (a) | (a) | (a) | (a) | 91 | 39,437 |
| 1856..... | (a) | (a) | (a) | (a) | 57 | 11,650 |
| 1857..... | (a) | (a) | (a) | (a) | 74 | 26,432 |
| 1858..... | (a) | (a) | (a) | (a) | 57 | 20,408 |
| 1859..... | (a) | (a) | (a) | (a) | 60 | 15,810 |
| 1860..... | (a) | (a) | (a) | (a) | 54 | 19,271 |
| 1861..... | 125 | 76,325 | 5 | 4,353 | 130 | 80,678 |
| 1862..... | 150 | 73,017 | 2 | 1,612 | 152 | 74,629 |
| 1863..... | 298 | 221,011 | 2 | 2,212 | 300 | 223,223 |
| 1864..... | 211 | 127,657 | 5 | 1,101 | 216 | 128,761 |
| 1865..... | 82 | 32,187 | 3 | 2,095 | 85 | 34,282 |
| 1866..... | 60 | 19,768 | 3 | 1,169 | 63 | 20,937 |
| 1867..... | 71 | 22,630 | 2 | 313 | 73 | 22,943 |
| 1868..... | 58 | 28,519 | 4 | 1,495 | 62 | 30,014 |
| 1869..... | 31 | 6,267 | 3 | 1,112 | 34 | 7,379 |
| 1870..... | 54 | 11,562 | 3 | 573 | 57 | 12,135 |
| 1880..... | 19 | 6,306 | 11 | 4,811 | 30 | 11,117 |
| 1890..... | 20 | 5,851 | 18 | 5,181 | 38 | 11,035 |
| 1895..... | 15 | 2,142 | 15 | 10,899 | 30 | 13,041 |
| 1900..... | 27 | 8,262 | 35 | 26,931 | 62 | 35,196 |
| 1901..... | 41 | 7,452 | 40 | 18,439 | 81 | 26,391 |
| 1902..... | 36 | 8,025 | 45 | 27,020 | 81 | 35,015 |
| 1903..... | 32 | 3,790 | 38 | 25,010 | 70 | 28,800 |
| 1904..... | 25 | 3,557 | 29 | 27,461 | 54 | 31,021 |
| 1905..... | 11 | 1,577 | 31 | 9,480 | 42 | 11,057 |
| 1906..... | 10 | 1,191 | 53 | 37,177 | 63 | 38,368 |
| 1907..... | 18 | 4,566 | 43 | 17,614 | 61 | 22,170 |
| 1908..... | 15 | 2,993 | 33 | 30,335 | 48 | 33,331 |
| 1909..... | 7 | 855 | 31 | 18,723 | 41 | 19,578 |

a Not distinguished.

TABLE 7.—*Number and net tonnage of sail and steam vessels belonging to United Kingdom sold to foreigners, 1856-1909.*^a

| Year | Sailing vessels. | | Steam vessels. | | Total | |
|-----------|------------------|--------------|----------------|--------------|---------|---------|
| | Number. (b) | Tons. (b) | Number (b) | Tons. (b) | Number. | Tons. |
| 1856..... | | | | | 149 | 44,235 |
| 1860..... | 38 | 12,230 | 49 | 15,721 | 88 | 27,951 |
| 1870..... | 141 | 58,515 | 95 | 26,730 | 236 | 85,245 |
| 1880..... | 168 | 75,031 | 79 | 36,425 | 247 | 111,456 |
| 1890..... | 234 | 93,106 | 105 | 52,361 | 339 | 145,467 |
| 1891..... | 102 | 62,470 | 136 | 121,197 | 238 | 183,667 |
| 1895..... | 145 | 62,089 | 196 | 183,035 | 341 | 245,124 |
| 1896..... | 137 | 73,962 | 190 | 164,003 | 327 | 238,565 |
| 1900..... | 245 | 99,834 | 301 | 306,180 | 546 | 406,014 |
| 1901..... | 145 | 64,414 | 181 | 176,008 | 326 | 240,482 |
| 1902..... | 94 | 38,291 | 173 | 144,623 | 267 | 182,917 |
| 1903..... | 89 | 40,985 | 149 | 154,852 | 238 | 201,837 |
| 1904..... | 86 | 45,464 | 203 | 198,173 | 289 | 243,637 |
| 1905..... | 134 | 83,934 | 268 | 265,975 | 402 | 349,909 |
| 1906..... | 108 | 75,967 | 266 | 215,545 | 374 | 291,512 |
| 1907..... | 117 | 62,930 | 230 | 106,907 | 347 | 329,837 |
| 1908..... | 74 | 46,471 | 105 | 106,143 | 239 | 152,614 |
| 1909..... | 98 | 79,208 | 192 | 169,547 | 290 | 248,755 |

^a There are no returns of vessels belonging to the British possessions that were sold to foreigners.^b Not distinguished.TABLE 8.—*Number and net tonnage of steam and sail vessels of United Kingdom stricken from register for causes other than sale, 1851-1909.*

| Year. | Sailing vessels | | Steam vessels. | | Total. | |
|-----------|-----------------|---------|----------------|---------|---------|---------|
| | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1861..... | 872 | 184,222 | 50 | 13,157 | 922 | 197,379 |
| 1870..... | 1,490 | 287,917 | 135 | 35,703 | 1,625 | 323,620 |
| 1880..... | 848 | 221,526 | 148 | 80,271 | 996 | 301,797 |
| 1890..... | 531 | 130,243 | 233 | 160,424 | 764 | 290,667 |
| 1894..... | 433 | 85,433 | 209 | 157,168 | 642 | 242,601 |
| 1895..... | 473 | 116,376 | 210 | 163,479 | 683 | 279,855 |
| 1896..... | 467 | 115,165 | 206 | 160,791 | 673 | 275,956 |
| 1900..... | 461 | 82,254 | 230 | 154,503 | 691 | 236,757 |
| 1901..... | 470 | 106,772 | 307 | 212,373 | 777 | 319,145 |
| 1902..... | 448 | 72,610 | 254 | 155,960 | 702 | 228,576 |
| 1903..... | 422 | 74,031 | 301 | 230,994 | 743 | 305,025 |
| 1904..... | 397 | 60,604 | 306 | 209,369 | 703 | 269,973 |
| 1905..... | 372 | 75,740 | 357 | 228,547 | 729 | 304,287 |
| 1906..... | 387 | 68,434 | 363 | 226,489 | 750 | 288,923 |
| 1907..... | 440 | 62,367 | 347 | 250,952 | 787 | 313,319 |
| 1908..... | 364 | 55,369 | 338 | 236,034 | 702 | 291,423 |
| 1909..... | 365 | 60,325 | 284 | 243,517 | 649 | 303,842 |

TABLE 9.—*Trade of shipping of United Kingdom and men employed in various trades, 1849-1909.*

[This return, prepared by the registrar-general of seamen, can not be given for earlier years. It includes Channel Islands vessels. The home trade signifies on the coasts of the United Kingdom or to ports between the limits of the River Elbe and Brast. The foreign trade signifies to ports beyond such limits. No foreign-going vessel is included which has not been so reported within four years, and no home-trade vessel which has not been reported within one year. It is possible that some vessels may be included which have ceased to exist or are no longer employed as British vessels, but every endeavor is made to ascertain and strike off such vessels. With respect to the crews, a very small deduction ought to be made for the case of men who join a fresh ship immediately on their discharge from the former one which happens to remain in port.]

IN THE HOME TRADE.

| Year | Sailing vessels. | | | Steam vessels. | | | Total. | | |
|-----------|------------------|---------|-------------------------------------|----------------|---------|-------------------------------------|---------|---------|-------------------------------------|
| | Number. | Tons | Men employed, exclusive of masters. | Number. | Tons. | Men employed, exclusive of masters. | Number. | Tons. | Men employed, exclusive of masters. |
| 1849..... | 9,298 | 665,726 | 40,208 | 312 | 54,089 | 4,442 | 9,610 | 719,815 | 44,650 |
| 1850..... | 8,830 | 666,967 | 38,527 | 520 | 54,196 | 4,491 | 9,150 | 721,153 | 43,018 |
| 1860..... | 10,848 | 821,079 | 39,163 | 402 | 62,251 | 6,416 | 11,250 | 913,333 | 45,579 |
| 1870..... | 11,698 | 766,742 | 40,265 | a 1,071 | 170,740 | 11,445 | 12,669 | 937,488 | 51,710 |
| 1880..... | 10,677 | 693,561 | 35,839 | 1,317 | 239,358 | 14,088 | 11,994 | 929,859 | 49,927 |
| 1890..... | 8,894 | 576,147 | b 37,618 | 2,004 | 325,032 | 22,850 | 10,898 | 900,229 | b 60,463 |
| 1895..... | 7,495 | 479,744 | b 31,757 | 2,633 | 460,477 | b 30,424 | 10,128 | 889,241 | b 62,181 |
| 1900..... | 6,203 | 378,957 | b 23,734 | 3,545 | 598,359 | b 40,283 | 9,748 | 887,316 | b 64,022 |
| 1901..... | 5,853 | 356,052 | b 22,137 | 3,905 | 492,108 | b 40,025 | 9,458 | 848,160 | b 62,762 |
| 1902..... | 5,602 | 340,373 | b 21,144 | 3,759 | 511,217 | b 42,602 | 9,361 | 851,590 | b 63,763 |
| 1903..... | 5,430 | 327,323 | b 20,363 | 3,932 | 538,518 | b 44,380 | 9,371 | 865,941 | b 64,743 |
| 1904..... | 5,407 | 325,176 | b 19,964 | 4,036 | 541,702 | b 46,451 | 9,443 | 866,878 | b 65,415 |
| 1905..... | 5,250 | 314,112 | b 19,346 | 4,135 | 541,958 | b 46,366 | 9,415 | 856,070 | b 65,712 |
| 1906..... | 5,217 | 305,976 | b 19,127 | 4,358 | 583,836 | b 48,986 | 9,575 | 889,812 | b 68,113 |
| 1907..... | 5,044 | 294,557 | b 18,389 | 4,661 | 643,551 | b 52,558 | 9,703 | 940,138 | b 71,247 |
| 1908..... | 4,903 | 283,867 | b 17,795 | 4,890 | 626,103 | b 55,014 | 9,793 | 909,970 | b 72,809 |
| 1909..... | 4,777 | 273,858 | b 17,279 | 4,954 | 645,763 | b 55,395 | 9,731 | 919,621 | b 72,674 |

PARTLY IN THE HOME AND PARTLY IN THE FOREIGN TRADE.

| | | | | | | | | | |
|-----------|-------|---------|---------|-----|---------|---------|-------|---------|---------|
| 1849..... | 1,897 | 281,951 | 12,715 | 20 | 5,539 | 262 | 1,917 | 287,490 | 12,977 |
| 1850..... | 1,487 | 222,341 | 10,291 | 20 | 5,298 | 396 | 1,507 | 227,639 | 10,687 |
| 1860..... | 1,366 | 226,556 | 8,700 | 80 | 20,803 | 1,731 | 1,446 | 256,359 | 10,431 |
| 1870..... | 1,585 | 293,682 | 9,988 | 234 | 108,812 | 4,221 | 1,819 | 392,495 | 14,209 |
| 1880..... | 988 | 132,534 | 4,989 | 179 | 68,598 | 2,700 | 1,167 | 201,132 | 7,689 |
| 1890..... | 381 | 50,991 | b 2,219 | 250 | 133,563 | b 4,386 | 631 | 184,554 | b 6,605 |
| 1895..... | 222 | 26,721 | b 1,210 | 329 | 238,633 | b 6,444 | 551 | 265,354 | b 7,654 |
| 1900..... | 134 | 15,936 | b 719 | 267 | 201,542 | b 4,930 | 401 | 217,478 | b 5,649 |
| 1901..... | 130 | 14,353 | b 691 | 285 | 236,569 | b 6,101 | 415 | 253,922 | b 6,762 |
| 1902..... | 113 | 12,820 | b 609 | 289 | 314,133 | b 7,330 | 402 | 326,953 | b 7,939 |
| 1903..... | 100 | 13,818 | b 503 | 242 | 284,696 | b 6,852 | 342 | 298,514 | b 7,415 |
| 1904..... | 76 | 10,134 | b 441 | 204 | 241,380 | b 5,585 | 280 | 251,523 | b 6,026 |
| 1905..... | 95 | 28,856 | b 739 | 293 | 351,077 | b 7,701 | 388 | 379,933 | b 8,440 |
| 1906..... | 77 | 10,384 | b 430 | 308 | 390,875 | b 8,586 | 385 | 401,259 | b 9,025 |
| 1907..... | 59 | 7,136 | b 320 | 239 | 240,938 | b 5,362 | 298 | 248,074 | b 5,682 |
| 1908..... | 53 | 10,284 | b 332 | 248 | 270,524 | b 6,022 | 301 | 280,808 | b 6,354 |
| 1909..... | 51 | 6,594 | b 283 | 306 | 410,740 | b 8,057 | 357 | 417,334 | b 9,240 |

a A large number of vessels under this head are tugboats, for which no returns were received prior to the year 1870.

b Includes masters and pilots as well as Lascars and Asiatics.

TABLE 9.—*Trade of shipping of United Kingdom and men employed in various trades, 1849-1909—Continued.*

IN THE FOREIGN TRADE.

| Year. | Sailing vessels | | | Steam vessels. | | | Total | | |
|-------|-----------------|-----------|-------------------------------------|----------------|-----------|-------------------------------------|---------|------------|-------------------------------------|
| | Number. | Tons. | Men employed, exclusive of masters. | Number. | Tons. | Men employed, exclusive of masters. | Number. | Tons. | Men employed, exclusive of masters. |
| 1849 | 6,612 | 2,040,344 | 91,242 | 82 | 48,693 | 3,742 | 6,694 | 2,089,037 | 94,984 |
| 1850 | 7,149 | 2,143,231 | 93,912 | 86 | 45,186 | 3,813 | 7,235 | 2,188,420 | 97,725 |
| 1860 | 6,876 | 2,804,610 | 97,624 | 447 | 277,437 | 17,958 | 7,323 | 3,082,047 | 115,582 |
| 1870 | 6,757 | 3,468,717 | 90,954 | 935 | 700,410 | 33,089 | 7,692 | 4,229,127 | 130,047 |
| 1880 | 4,518 | 2,924,407 | 67,840 | 2,293 | 2,289,179 | 67,516 | 6,811 | 5,213,586 | 135,356 |
| 1890 | 2,295 | 2,267,434 | 41,381 | 3,601 | 1,503,119 | 124,651 | 5,896 | 6,530,553 | 169,035 |
| 1895 | 1,765 | 2,230,285 | 38,639 | 3,661 | 5,479,968 | 132,012 | 5,426 | 7,710,253 | 170,651 |
| 1900 | 1,143 | 1,594,838 | 25,850 | 3,613 | 6,095,575 | 131,921 | 4,786 | 8,290,413 | 177,777 |
| 1901 | 1,043 | 1,468,785 | 23,661 | 3,658 | 6,053,029 | 151,755 | 4,701 | 8,422,411 | 178,519 |
| 1902 | 984 | 1,392,539 | 22,426 | 3,679 | 7,231,559 | 130,422 | 4,663 | 8,627,098 | 181,818 |
| 1903 | 930 | 1,328,474 | 21,312 | 3,770 | 7,574,915 | 164,467 | 4,700 | 8,903,389 | 185,779 |
| 1904 | 800 | 1,234,248 | 19,469 | 3,890 | 7,925,773 | 168,579 | 4,766 | 9,160,021 | 188,048 |
| 1905 | 771 | 1,125,473 | 17,482 | 3,947 | 8,236,285 | 172,052 | 4,718 | 9,361,755 | 189,534 |
| 1906 | 712 | 1,049,108 | 16,056 | 4,044 | 8,695,598 | 177,597 | 4,766 | 9,744,701 | 193,653 |
| 1907 | 658 | 944,191 | 14,530 | 4,105 | 9,150,356 | 185,807 | 4,743 | 10,100,547 | 200,217 |
| 1908 | 559 | 846,439 | 12,408 | 4,012 | 9,131,366 | 184,159 | 4,598 | 9,977,796 | 199,565 |
| 1909 | 485 | 736,955 | 10,772 | 3,960 | 9,066,891 | 181,021 | 4,445 | 9,803,816 | 192,593 |

TOTAL OF VARIOUS TRADES.

| | | | | | | | | | |
|------|--------|-----------|---------|-------|------------|---------|--------|------------|---------|
| 1849 | 17,807 | 2,988,021 | 141,165 | 414 | 108,321 | 8,146 | 18,221 | 3,096,342 | 152,611 |
| 1850 | 17,466 | 3,032,532 | 142,730 | 426 | 104,080 | 8,700 | 17,892 | 3,137,212 | 151,430 |
| 1860 | 19,090 | 3,852,246 | 145,487 | 929 | 399,491 | 26,105 | 20,019 | 4,251,739 | 171,692 |
| 1870 | 19,940 | 4,519,141 | 147,207 | 2,240 | 1,039,969 | 48,755 | 22,189 | 5,559,110 | 195,962 |
| 1880 | 10,183 | 3,750,442 | 108,608 | 3,789 | 2,594,135 | 84,304 | 19,972 | 6,344,577 | 192,972 |
| 1890 | 11,570 | 2,893,572 | 84,218 | 5,865 | 5,021,704 | 151,890 | 17,425 | 7,915,336 | 230,108 |
| 1895 | 9,482 | 2,736,770 | 71,606 | 6,023 | 6,125,078 | 168,880 | 16,105 | 8,361,848 | 240,186 |
| 1900 | 7,480 | 1,989,731 | 50,309 | 7,455 | 7,406,476 | 197,139 | 14,395 | 9,395,207 | 247,448 |
| 1901 | 7,026 | 1,839,190 | 46,402 | 7,548 | 7,685,306 | 201,481 | 14,574 | 9,524,496 | 247,973 |
| 1902 | 6,669 | 1,745,732 | 44,179 | 7,727 | 8,059,960 | 209,361 | 14,426 | 9,865,701 | 253,540 |
| 1903 | 6,469 | 1,660,716 | 42,238 | 7,944 | 8,368,129 | 215,609 | 14,413 | 10,067,844 | 257,937 |
| 1904 | 6,349 | 1,569,553 | 39,874 | 8,130 | 8,708,561 | 219,015 | 14,479 | 10,278,422 | 259,489 |
| 1905 | 6,146 | 1,468,441 | 37,507 | 8,375 | 9,129,390 | 220,119 | 14,521 | 10,597,761 | 263,086 |
| 1906 | 6,066 | 1,366,468 | 35,622 | 8,710 | 9,670,304 | 225,169 | 14,746 | 11,035,772 | 270,791 |
| 1907 | 5,741 | 1,245,014 | 33,050 | 9,005 | 10,042,845 | 244,087 | 14,746 | 11,288,760 | 277,146 |
| 1908 | 5,512 | 1,140,581 | 30,535 | 9,180 | 10,027,993 | 245,186 | 14,692 | 11,168,574 | 276,721 |
| 1909 | 5,313 | 1,017,437 | 28,334 | 9,220 | 10,123,394 | 245,973 | 14,533 | 11,140,801 | 274,807 |

a Includes masters and pilots as well as Lascars and Asiatics.

TABLE 10.—*Combined entries and clearances of vessels in foreign and colonial trade of United Kingdom, 1814-1909, with British percentage of total.*

| Year. | British. | Foreign. | Per cent British. | Total. |
|-------|-----------------|------------------|-------------------|------------------|
| | <i>Net tons</i> | <i>Net tons.</i> | | <i>Net tons.</i> |
| 1814 | 3,722,825 | 1,137,920 | 77 | 4,860,745 |
| 1820 | 4,478,063 | 799,302 | 85 | 5,277,365 |
| 1830 | 4,232,189 | 1,517,196 | 74 | 5,750,385 |
| 1840 | 6,496,485 | 2,040,182 | 69 | 8,536,667 |
| 1850 | 9,442,544 | 5,062,620 | 65 | 14,505,164 |
| 1860 | 13,014,023 | 10,774,360 | 56 | 24,688,382 |
| 1870 | 25,073,180 | 11,568,002 | 68 | 36,641,182 |
| 1880 | 41,348,984 | 17,387,079 | 70 | 58,736,063 |
| 1890 | 59,073,112 | 20,310,757 | 73 | 79,383,869 |
| 1895 | 58,691,926 | 21,847,248 | 73 | 80,539,174 |
| 1900 | 62,710,836 | 35,812,857 | 64 | 98,523,693 |
| 1901 | 62,789,841 | 34,561,172 | 64 | 97,351,013 |
| 1902 | 64,902,807 | 34,900,812 | 65 | 99,872,719 |
| 1903 | 69,211,973 | 36,407,871 | 66 | 105,619,844 |
| 1904 | 60,654,387 | 38,735,763 | 61 | 108,390,150 |
| 1905 | 70,963,087 | 41,077,647 | 63 | 112,040,734 |
| 1906 | 70,465,979 | 44,324,331 | 63 | 120,790,310 |
| 1907 | 81,308,442 | 51,968,278 | 61 | 133,271,720 |
| 1908 | 77,860,772 | 53,576,424 | 59 | 131,446,196 |
| 1909 | 79,703,971 | 53,503,711 | 59 | 133,267,682 |

2. PROGRESS OF GERMAN SHIPPING.

TABLE 1.—Number and tonnage of the sail and steam vessels, together with number of crews, of the German maritime states and the German Empire, 1885-1910.

[Handbuch für die Deutsche Handels-Marine.]

HAMBURG.

| Year. | Sailing vessels | | | | Steam vessels. | | | | Total. | | | |
|----------|-----------------|-------------|-----------|-------|----------------|-------------|-----------|--------|---------|-------------|-----------|--------|
| | Number. | Gross tons. | Net tons. | Crew. | Number. | Gross tons. | Net tons. | Crew. | Number. | Gross tons. | Net tons. | Crew. |
| 1885.... | 203 | ..... | 132,025 | 3,401 | 187 | ..... | 186,546 | 5,495 | 480 | ..... | 319,471 | 8,899 |
| 1890.... | 262 | ..... | 156,204 | 3,233 | 258 | ..... | 293,535 | 7,987 | 520 | ..... | 449,739 | 11,220 |
| 1895.... | 431 | ..... | 193,915 | 3,793 | 358 | ..... | 406,881 | 11,500 | 789 | ..... | 600,826 | 15,293 |
| 1900.... | 411 | 235,833 | 222,119 | 3,842 | 435 | 993,709 | 624,245 | 13,888 | 846 | 1,229,542 | 846,654 | 17,739 |
| 1904.... | 408 | 252,233 | 263,874 | 4,288 | 600 | 1,574,351 | 978,915 | 22,352 | 1,008 | 1,826,587 | 1,242,789 | 26,640 |
| 1905.... | 542 | 295,058 | 276,080 | 4,498 | 597 | 1,570,700 | 980,807 | 21,811 | 1,139 | 1,865,748 | 1,256,887 | 26,300 |
| 1906.... | 557 | 297,031 | 276,442 | 4,512 | 650 | 1,734,422 | 1,081,163 | 24,446 | 1,207 | 2,031,453 | 1,357,605 | 28,958 |
| 1908.... | 504 | 297,127 | 275,980 | 4,492 | 697 | 2,022,140 | 1,255,463 | 28,032 | 1,201 | 2,319,267 | 1,531,443 | 32,524 |
| 1909.... | 608 | 297,235 | 275,618 | 4,560 | 707 | 2,079,047 | 1,288,278 | 27,877 | 1,315 | 2,376,282 | 1,563,896 | 32,446 |
| 1910.... | 621 | 304,293 | 281,850 | 4,678 | 701 | 2,113,322 | 1,305,020 | 28,336 | 1,322 | 2,417,615 | 1,586,876 | 33,014 |

BREMEN.

| | | | | | | | | | | | | |
|----------|-----|---------|---------|-------|-----|-----------|---------|--------|-----|-----------|---------|--------|
| 1885.... | 250 | ..... | 215,312 | 3,816 | 112 | ..... | 101,891 | 4,023 | 362 | ..... | 317,203 | 7,839 |
| 1890.... | 208 | ..... | 192,357 | 3,003 | 130 | ..... | 156,006 | 6,107 | 338 | ..... | 348,453 | 9,110 |
| 1895.... | 217 | ..... | 198,084 | 2,823 | 191 | ..... | 228,406 | 7,583 | 408 | ..... | 426,490 | 10,446 |
| 1900.... | 247 | 213,840 | 202,742 | 3,062 | 273 | 510,020 | 306,591 | 9,828 | 520 | 723,860 | 509,333 | 12,850 |
| 1904.... | 266 | 200,690 | 197,212 | 3,037 | 359 | 602,457 | 482,128 | 15,064 | 625 | 1,012,147 | 679,340 | 13,101 |
| 1905.... | 261 | 203,910 | 191,322 | 3,098 | 371 | 833,302 | 502,548 | 15,868 | 632 | 1,037,212 | 693,870 | 18,064 |
| 1906.... | 245 | 188,690 | 176,714 | 2,893 | 378 | 850,225 | 516,611 | 16,075 | 623 | 1,044,915 | 693,225 | 18,068 |
| 1908.... | 261 | 183,088 | 170,693 | 2,739 | 465 | 1,112,769 | 668,541 | 19,921 | 726 | 1,295,857 | 839,104 | 22,690 |
| 1909.... | 262 | 173,128 | 161,632 | 2,611 | 462 | 1,125,911 | 676,213 | 20,230 | 724 | 1,299,039 | 837,245 | 22,841 |
| 1910.... | 254 | 155,962 | 144,763 | 2,405 | 465 | 1,175,254 | 705,168 | 20,858 | 719 | 1,331,216 | 849,931 | 23,263 |

PRUSSIA.

| | | | | | | | | | | | | |
|----------|-------|--------|---------|--------|-----|---------|---------|-------|-------|---------|---------|--------|
| 1885.... | 2,387 | ..... | 343,055 | 13,076 | 302 | ..... | 106,343 | 3,721 | 2,689 | ..... | 449,298 | 16,797 |
| 1890.... | 1,818 | ..... | 204,449 | 8,235 | 368 | ..... | 146,610 | 4,560 | 2,216 | ..... | 351,059 | 12,795 |
| 1895.... | 1,610 | ..... | 128,370 | 5,905 | 419 | ..... | 164,479 | 5,130 | 2,035 | ..... | 292,849 | 11,095 |
| 1900.... | 1,561 | 92,123 | 78,882 | 5,064 | 514 | 314,844 | 191,585 | 6,403 | 2,075 | 409,967 | 270,467 | 11,407 |
| 1904.... | 1,500 | 84,737 | 70,937 | 4,990 | 557 | 353,928 | 212,338 | 6,922 | 2,117 | 438,663 | 283,275 | 11,912 |
| 1905.... | 1,561 | 80,716 | 66,946 | 5,003 | 570 | 362,800 | 216,247 | 7,225 | 2,137 | 443,516 | 283,193 | 13,228 |
| 1906.... | 1,560 | 80,613 | 66,586 | 5,009 | 507 | 383,340 | 227,337 | 7,587 | 2,157 | 463,962 | 293,923 | 12,686 |
| 1908.... | 1,603 | 82,761 | 66,046 | 5,499 | 615 | 373,795 | 217,135 | 7,573 | 2,218 | 456,556 | 284,081 | 13,072 |
| 1909.... | 1,607 | 81,037 | 64,905 | 5,453 | 631 | 379,161 | 218,148 | 7,709 | 2,238 | 460,198 | 283,053 | 13,162 |
| 1910.... | 1,616 | 80,168 | 63,291 | 5,478 | 631 | 386,601 | 222,977 | 7,673 | 2,247 | 466,862 | 286,271 | 13,151 |

OTHER NORTH SEA AND BALTIC STATES.

| | | | | | | | | | | | | |
|----------|-------|---------|---------|--------|-----|---------|---------|--------|-------|---------|---------|--------|
| 1885.... | 3,061 | ..... | 532,108 | 18,794 | 351 | ..... | 125,506 | 4,469 | 3,415 | ..... | 657,614 | 23,173 |
| 1890.... | 2,309 | ..... | 354,249 | 12,202 | 427 | ..... | 168,280 | 5,325 | 2,736 | ..... | 522,529 | 17,527 |
| 1895.... | 1,973 | ..... | 268,795 | 9,127 | 404 | ..... | 197,760 | 6,116 | 2,467 | ..... | 466,554 | 15,243 |
| 1900.... | 1,808 | 182,181 | 162,768 | 6,981 | 586 | 360,107 | 210,406 | 7,325 | 2,394 | 542,288 | 382,264 | 14,306 |
| 1904.... | 1,769 | 130,642 | 121,242 | 6,227 | 662 | 462,924 | 278,047 | 8,621 | 2,431 | 602,566 | 399,880 | 14,948 |
| 1905.... | 1,763 | 129,166 | 111,123 | 6,275 | 677 | 484,547 | 290,717 | 9,068 | 2,454 | 613,713 | 401,840 | 15,343 |
| 1906.... | 1,756 | 118,323 | 100,661 | 6,329 | 734 | 530,765 | 317,701 | 9,782 | 2,490 | 649,088 | 418,362 | 16,096 |
| 1908.... | 1,794 | 106,058 | 87,109 | 6,027 | 762 | 561,538 | 332,779 | 10,042 | 2,554 | 667,596 | 419,888 | 16,660 |
| 1909.... | 1,815 | 106,137 | 85,844 | 6,819 | 784 | 574,406 | 338,510 | 10,344 | 2,590 | 680,543 | 424,263 | 17,163 |
| 1910.... | 1,833 | 104,606 | 84,137 | 7,012 | 781 | 576,700 | 339,363 | 10,227 | 2,614 | 681,396 | 422,500 | 17,239 |

GERMAN EMPIRE.

| | | | | | | | | | | | | |
|----------|-------|---------|-----------|--------|-------|-----------|-----------|--------|-------|-----------|-----------|--------|
| 1885.... | 5,994 | ..... | 1,223,400 | 30,090 | 952 | ..... | 520,186 | 17,708 | 6,946 | ..... | 1,743,586 | 56,708 |
| 1890.... | 4,627 | ..... | 907,259 | 20,673 | 1,183 | ..... | 764,521 | 23,979 | 5,810 | ..... | 1,671,780 | 50,652 |
| 1895.... | 4,237 | ..... | 789,194 | 21,748 | 1,462 | ..... | 1,057,525 | 30,329 | 5,699 | ..... | 1,846,719 | 52,077 |
| 1900.... | 4,027 | 713,977 | 666,511 | 18,909 | 1,808 | 2,178,689 | 1,341,917 | 37,444 | 5,835 | 2,905,666 | 2,008,428 | 56,353 |
| 1904.... | 4,093 | 716,302 | 653,265 | 18,537 | 2,138 | 3,193,663 | 1,952,028 | 52,959 | 6,271 | 3,909,965 | 2,605,293 | 71,601 |
| 1905.... | 4,129 | 709,760 | 645,471 | 18,834 | 2,221 | 3,251,439 | 1,990,319 | 53,972 | 6,362 | 3,961,189 | 2,635,790 | 72,846 |
| 1906.... | 4,118 | 684,687 | 620,401 | 18,873 | 2,359 | 3,504,761 | 2,142,812 | 57,890 | 6,477 | 4,189,418 | 2,662,397 | 70,708 |
| 1908.... | 4,252 | 660,034 | 600,598 | 19,357 | 2,521 | 4,070,242 | 2,473,918 | 65,568 | 6,789 | 4,730,970 | 3,074,516 | 84,925 |
| 1909.... | 4,262 | 657,537 | 587,399 | 19,452 | 2,584 | 4,158,525 | 2,521,158 | 66,160 | 6,876 | 4,816,062 | 3,108,457 | 85,612 |
| 1910.... | 4,324 | 645,110 | 573,044 | 19,573 | 2,581 | 4,251,970 | 2,572,534 | 67,094 | 6,905 | 4,897,089 | 3,145,578 | 86,667 |

3. PROGRESS OF JAPANESE SHIPPING.

TABLE 1.—*Number and gross and net tonnage of steam and number and net tonnage of sail vessels of Japan, 1890-1909.*

[Bureau Veritas.]

| Year. | Steam vessels. | | | Sailing vessels. | | Total. | |
|-----------|----------------|-----------|-----------|------------------|----------|---------|--------------------|
| | Number | Gr. tons. | Net tons. | Number. | Net tons | Number. | Tons. ^a |
| 1890..... | 147 | 123,279 | 76,412 | 104 | 27,721 | 251 | 151,000 |
| 1895..... | 242 | 274,650 | 172,477 | 255 | 37,655 | 497 | 312,314 |
| 1900..... | 338 | 477,811 | 286,839 | 1,063 | 117,364 | 1,401 | 594,675 |
| 1904..... | 556 | 645,978 | 403,043 | 1,582 | 184,220 | 2,138 | 830,198 |
| 1905..... | 502 | 843,710 | 537,342 | 1,336 | 166,723 | 1,838 | 1,010,433 |
| 1906..... | 582 | 962,701 | 611,189 | 1,324 | 166,976 | 1,906 | 1,129,677 |
| 1907..... | 628 | 1,040,543 | 666,108 | 1,332 | 168,374 | 1,960 | 1,208,917 |
| 1908..... | 626 | 1,070,170 | 682,501 | 1,326 | 165,029 | 1,952 | 1,242,090 |
| 1909..... | 614 | 1,005,427 | 697,253 | 1,372 | 170,781 | 1,986 | 1,266,208 |

^a Steam vessels, gross tons; sail vessels, net tons.TABLE 2.—*Number and tonnage of Japanese merchant vessels registered, 1895-1909.*

[Official Japanese list.]

| Tonnage. | Steam vessels. | | | Sailing vessels. | | | Total. | | |
|--------------------------|----------------|-----------|-----------|------------------|-----------|-----------|--------|-----------|-----------|
| | No. | Gr. tons. | Net tons. | No. | Gr. tons. | Net tons. | No. | Gr. tons. | Net tons. |
| 1895..... | 3 | 14,000 | 9,252 | ..... | ..... | ..... | 3 | 14,000 | 9,252 |
| 4,000 tons or over..... | 111 | 228,302 | 144,188 | 1 | 1,221 | 1,148 | 112 | 229,523 | 145,336 |
| 1,000 to 4,000 tons..... | 414 | 88,472 | 54,324 | ..... | 28,100 | 26,415 | 586 | 116,572 | 80,739 |
| Under 1,000 tons..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | 528 | 331,374 | 207,764 | 173 | 29,321 | 27,563 | 701 | 360,695 | 235,327 |
| 1898..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4,000 tons or over..... | 16 | 95,051 | 58,172 | ..... | ..... | ..... | 16 | 95,051 | 58,172 |
| 1,000 to 4,000 tons..... | 128 | 262,035 | 163,985 | 2 | 2,740 | 2,090 | 130 | 264,775 | 166,075 |
| Under 1,000 tons..... | 530 | 107,149 | 65,681 | 1,308 | 146,650 | 137,703 | 1,838 | 263,808 | 203,444 |
| Total..... | 674 | 464,235 | 287,838 | 1,310 | 149,390 | 139,853 | 1,984 | 613,634 | 427,691 |
| 1899..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4,000 tons or over..... | 10 | 111,502 | 68,035 | ..... | ..... | ..... | 19 | 111,502 | 68,035 |
| 1,000 to 4,000 tons..... | 139 | 270,838 | 169,900 | 2 | 2,740 | 2,090 | 131 | 273,578 | 171,990 |
| Under 1,000 tons..... | 423 | 102,454 | 62,962 | 1,029 | 143,348 | 134,747 | 1,372 | 245,802 | 197,799 |
| Total..... | 491 | 484,554 | 300,897 | 1,031 | 146,088 | 136,837 | 1,523 | 630,942 | 437,734 |
| 1900..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4,000 tons or over..... | 20 | 118,348 | 72,160 | ..... | ..... | ..... | 20 | 118,348 | 72,160 |
| 1,000 to 4,000 tons..... | 139 | 292,190 | 183,857 | 1 | 1,524 | 945 | 140 | 293,714 | 184,802 |
| Under 1,000 tons..... | 351 | 105,755 | 64,669 | 1,107 | 153,139 | 143,960 | 1,468 | 268,894 | 208,609 |
| Total..... | 510 | 516,293 | 320,676 | 1,108 | 154,663 | 144,895 | 1,618 | 670,956 | 405,571 |
| 1901..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4,000 tons or over..... | 23 | 136,037 | 83,123 | ..... | ..... | ..... | 23 | 136,037 | 83,123 |
| 1,000 to 4,000 tons..... | 147 | 307,602 | 193,789 | ..... | ..... | ..... | 147 | 307,602 | 193,789 |
| Under 1,000 tons..... | 360 | 112,819 | 68,763 | 1,203 | 165,555 | 155,519 | 1,572 | 278,374 | 224,272 |
| Total..... | 539 | 556,458 | 345,665 | 1,203 | 165,555 | 155,519 | 1,742 | 722,013 | 501,184 |
| 1902..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4,000 tons or over..... | 24 | 140,677 | 86,536 | ..... | ..... | ..... | 24 | 140,677 | 86,536 |
| 1,000 to 4,000 tons..... | 158 | 329,186 | 208,409 | ..... | ..... | ..... | 158 | 329,186 | 208,409 |
| Under 1,000 tons..... | 369 | 112,071 | 68,318 | 1,243 | 170,721 | 160,377 | 1,612 | 282,792 | 228,695 |
| Total..... | 551 | 581,934 | 363,263 | 1,243 | 170,721 | 160,377 | 1,794 | 752,655 | 523,640 |
| 1903..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4,000 tons or over..... | 27 | 157,206 | 96,787 | ..... | ..... | ..... | 27 | 157,206 | 96,787 |
| 1,000 to 4,000 tons..... | 170 | 354,462 | 224,937 | ..... | ..... | ..... | 170 | 354,462 | 224,937 |
| Under 1,000 tons..... | 386 | 121,074 | 73,694 | 1,223 | 167,569 | 157,366 | 1,609 | 288,643 | 231,060 |
| Total..... | 583 | 632,742 | 395,418 | 1,223 | 167,569 | 157,366 | 1,806 | 800,311 | 552,784 |

^a The falling off in the number and tonnage of vessels under 1,000 tons for 1899 and since is due to the fact that vessels of 100 tons or less were omitted from the tables for those years.

TABLE 2.—*Number and tonnage of Japanese merchant vessels registered, 1895-1909—Con.*

| Tonnage. | Steam vessels. | | | Sailing vessels. | | | Total. | | |
|-------------------------|----------------|-----------|-----------|------------------|-----------|-----------|--------|-----------|-----------|
| | No. | Gr. tons. | Net tons. | No. | Gr. tons. | Net tons. | No. | Gr. tons. | Net tons. |
| 1904. | 34 | 187,497 | 117,028 | 1 | 2,827 | 1,418 | 34 | 187,497 | 117,028 |
| 4,000 tons or over.... | 207 | 444,416 | 281,487 | 1,208 | 165,416 | 155,374 | 208 | 446,703 | 285,005 |
| 1,000 to 4,000 tons.... | 414 | 131,896 | 80,289 | | | | 1,022 | 297,342 | 235,603 |
| Under 1,000 tons..... | | | | | | | | | |
| Total..... | 655 | 763,809 | 481,804 | 1,209 | 167,733 | 156,792 | 1,864 | 931,542 | 638,596 |
| 1905. | 35 | 194,971 | 117,028 | 1 | 2,287 | 1,418 | 35 | 194,971 | 117,028 |
| 4,000 tons or over.... | 257 | 548,008 | 341,487 | 1,218 | 166,051 | 155,374 | 258 | 550,895 | 342,807 |
| 1,000 to 4,000 tons.... | 448 | 157,046 | 80,289 | | | | 1,066 | 323,007 | 235,603 |
| Under 1,000 tons..... | | | | | | | | | |
| Total..... | 740 | 901,225 | 481,804 | 1,219 | 168,338 | 156,792 | 1,950 | 1,060,563 | 638,596 |
| 1906. | 40 | 221,916 | 117,028 | 1 | 2,287 | 1,418 | 40 | 221,916 | 117,028 |
| 4,000 tons or over.... | 279 | 597,041 | 341,487 | 1,254 | 169,992 | 155,374 | 280 | 599,327 | 342,807 |
| 1,000 to 4,000 tons.... | 480 | 174,346 | 80,289 | | | | 1,734 | 344,388 | 235,603 |
| Under 1,000 tons..... | | | | | | | | | |
| Total..... | 799 | 993,302 | 481,804 | 1,255 | 172,279 | 156,792 | 2,054 | 1,165,581 | 638,596 |
| 1907. | 45 | 244,384 | 117,028 | 1 | 2,287 | 1,418 | 45 | 244,384 | 117,028 |
| 4,000 tons or over.... | 292 | 637,945 | 341,487 | 1,295 | 175,825 | 155,374 | 293 | 640,232 | 342,807 |
| 1,000 to 4,000 tons.... | 511 | 184,103 | 80,289 | | | | 1,806 | 350,928 | 235,603 |
| Under 1,000 tons..... | | | | | | | | | |
| Total..... | 844 | 1,066,432 | 481,804 | 1,296 | 178,112 | 156,792 | 2,144 | 1,244,544 | 638,596 |
| 1908. | 50 | 290,931 | 117,028 | 1 | 2,287 | 1,418 | 50 | 290,931 | 117,028 |
| 4,000 tons or over.... | 285 | 625,792 | 341,487 | 1,309 | 176,861 | 155,374 | 286 | 628,079 | 342,807 |
| 1,000 to 4,000 tons.... | 520 | 186,182 | 80,289 | | | | 1,829 | 363,043 | 235,603 |
| Under 1,000 tons..... | | | | | | | | | |
| Total..... | 855 | 1,108,905 | 481,804 | 1,310 | 179,148 | 156,792 | 2,165 | 1,288,053 | 638,596 |
| 1909. | 55 | 334,888 | 117,028 | 1 | 2,287 | 1,418 | 55 | 334,888 | 117,028 |
| 4,000 tons or over.... | 282 | 621,598 | 341,487 | 1,318 | 178,011 | 155,374 | 283 | 623,885 | 342,807 |
| 1,000 to 4,000 tons.... | 532 | 188,703 | 80,289 | | | | 1,850 | 366,714 | 235,603 |
| Under 1,000 tons..... | | | | | | | | | |
| Total..... | 869 | 1,145,189 | 481,804 | 1,319 | 180,298 | 156,792 | 2,188 | 1,325,487 | 638,596 |

APPENDIX I.

BRITISH SHIPPING POLICY.

The following statements illustrate the relations of the British Government to certain forms of British shipping:

1. BRITISH OCEAN-MAIL PAYMENTS FOR 1909-10.

The following extract from the report of the British postmaster-general shows the cost of the foreign and colonial ocean-mail service of the United Kingdom for the British fiscal year ended March 31, 1910.

FOREIGN AND COLONIAL PACKET SERVICE.

| Service. | Payment during the year 1909-10. | Amount received. | | Cost borne in respect of mails dispatched from the United Kingdom. |
|--|----------------------------------|---|--|--|
| | | By contributions. | By sea postage for mails dispatched by colonies and foreign countries. | |
| Europe: | | | | |
| Dover and Calais..... | £25,000 | | | ^a £25,000 |
| Harwich to the Hook of Holland..... | 850 | | | 850 |
| Newhaven to Dieppe ^b | ^c 58 | | | 58 |
| Channel Islands and St. Malo and Granville, ^b | ^c 41 | | £26 | 15 |
| Grimsby and Hamburg ^b | ^c 1,800 | | 815 | 986 |
| London and Hamburg ^b | ^c 925 | | 306 | 619 |
| Liverpool, Malta, and the Levant ^b | ^c 80 | | 21 | 56 |
| United Kingdom and Lisbon ^b | ^c 206 | | 23 | 183 |
| America: | | | | |
| United Kingdom to United States— | | | | |
| Cunard service..... | 68,000 | | | |
| White Star service..... | ^d 76,785 | | 24,048 | 125,003 |
| American service..... | ^d 4,266 | | | |
| New York and Bermuda..... | ^c 805 | | 10 | 786 |
| Newfoundland..... | ^e 2,000 | | | 2,000 |
| Liverpool, Belize, and Mexico ^b | ^c 1,048 | | 3 | 1,045 |
| United Kingdom, West Indies, and Belize, ^b | | | | |
| United Kingdom, West Indies, and New York..... | ^c 17,148 | | 7,557 | 9,591 |
| United Kingdom and Costa Rica ^b | ^c 127 | | 7 | 120 |
| Southampton to Brazil and River Plate..... | ^c 12,273 | | | |
| Southampton to and from Brazil and River Plate ^b | ^c 812 | | 3,915 | 9,170 |
| Liverpool and Falkland Islands, Liverpool to Callao, Panama to Valparaiso..... | 32,000 | Falkland Islands.... £2,500 | 23,113 | 6,387 |
| Africa: | | | | |
| United Kingdom and West Coast of Africa..... | 15,355 | Gold Coast..... 1,560 Sierra Leone..... 1,150 Southern Nigeria..... 1,520 Gambia..... 200 Northern Nigeria..... 170 | 2,440 | 13,251 |
| Do. ^b | ^c 4,936 | | | |
| United Kingdom and St. Helena and Ascension..... | 5,070 | Admiralty..... 780 | 238 | 4,052 |

^a A second service in each direction is provided at the cost of the French post-office.

^b These contracts are for parcel mails only.

^c The payments in these cases depend upon the weight of mails conveyed by the packets.

^d Including payment for sea-sorting accommodation.

^e These sums represent the imperial share of the cost of the services.

1. BRITISH OCEAN-MAIL PAYMENTS FOR 1909-10—Continued.

FOREIGN AND COLONIAL PACKET SERVICE—Continued.

| Service. | Payment during the year 1909-10. | Amount received. | | Cost borne in respect of mails dispatched from the United Kingdom. |
|--|----------------------------------|--------------------------------|--|--|
| | | By contributions. | By sea postage for mails dispatched by colonies and foreign countries. | |
| Aden and Zanzibar..... | £8,500 | ..... | £909 | £7,591 |
| United Kingdom and Chinde, etc. ^a | 6324 | ..... | 34 | 296 |
| United Kingdom and Morocco ^a | 667 | ..... | 8 | 59 |
| United Kingdom to Canaries, etc..... | 500 | ..... | 7 | 493 |
| Asia and Australasia: | | India..... £54,588 | 82,393 | 145,419 |
| Brindisi and Bombay, Shanghai and Adelaide. | 305,000 | Ceylon..... 4,852 | | |
| | | Straits Settlements..... 6,475 | | |
| | | Hongkong..... 11,273 | | |
| | | 77,188 | | |
| United Kingdom to New Zealand. ^a | 63,857 | ..... |  | 3,857 |
| United Kingdom, Canada, Japan, and Hongkong. | 15,000 | Canada..... 25,000 | | 25,561 |
| Total: Pounds sterling..... | 632,804 | | 71,476 | 356,881 |
| Dollars..... | 3,079,516 | | 799,078 | 1,663,063 |

^a These contracts are for parcel mails only.^b The payments in these cases depend upon the weight of mails conveyed by the packets.

NOTE.—In addition to the payments given in detail above, letters, etc., are conveyed abroad by private ships at rates of 1d. per article for a distance not exceeding 300 miles, and 1d. per article over that distance. The total amount so paid at present is about £3,000 a year.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 TO 1907-8.

[Taken from information published by the British Government.]

| | 1840-41. | 1841-42 | 1842-43. | 1843-44. | 1844-45. |
|---|----------|-----------|-----------|-----------|-----------|
| Hamburg, to and from..... | £17,000 | £17,000 | £17,000 | £17,000 | £17,000 |
| London: Vigo, Oporto, Lisbon, Cadiz, and Gibraltar..... | 29,600 | 29,600 | 29,600 | 29,600 | 29,600 |
| Liverpool: Halifax, Boston, or New York..... | 45,000 | 60,000 | 80,000 | 80,000 | 80,000 |
| Halifax: Bermuda and St. Thomas..... | | 4,469 | 4,469 | 4,469 | 4,469 |
| Halifax: St. John..... | | 4,150 | 4,150 | 4,150 | 4,150 |
| West Indies..... | 5,600 | 80,000 | 240,000 | 240,000 | 240,000 |
| Alexandria accelerated service..... | 21,600 | 35,800 | 34,400 | 31,817 | 23,914 |
| Alexandria and Beirut..... | 1,560 | 1,560 | 1,560 | 1,560 | 1,560 |
| England, Alexandria, Ceylon, Calcutta, Hongkong, Sydney, New South Wales, including a branch Marseille and Malta. | | | | | 12,000 |
| Paid in addition by East India Co..... | | | | | 70,000 |
| Bombay via Red Sea (British Government's share; rest, not stated, paid by British India Co.)..... | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| Total paid by Great Britain and colonies..... | 170,360 | 282,579 | 461,179 | 463,362 | 547,693 |
| Grand total: Pounds sterling..... | 170,360 | 282,579 | 461,179 | 463,362 | 547,693 |
| Dollars..... | 829,057 | 1,375,171 | 2,244,328 | 2,254,951 | 2,665,348 |

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 TO 1907-8—Continued.

| | 1845-46. | 1846-47 | 1847-48. | 1848-49. | 1849-50. |
|---|-----------|-----------|-----------|-----------|-----------|
| Hamburg, to and from..... | £17,000 | £17,000 | £17,000 | £17,000 | £15,000 |
| London: Vigo, Oporto, Lisbon, Cadiz, and Gibraltar..... | 29,600 | 20,500 | 20,500 | 20,500 | 20,500 |
| Liverpool: Halifax, Boston, or New York..... | 90,000 | 85,000 | 100,000 | 145,000 | 145,000 |
| Halifax: Bermuda and St. Thomas..... | 4,469 | 4,469 | 4,469 | 4,469 | 4,460 |
| Halifax: St. John..... | 4,150 | 4,150 | 4,150 | 4,150 | 4,140 |
| West Indies..... | 240,000 | 240,000 | 240,000 | 240,000 | 240,000 |
| Pacific and West Indies: Callao and Valparaiso and Panama..... | 15,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| Alexandria accelerated service..... | 28,500 | 28,500 | 28,500 | 28,500 | 24,000 |
| Alexandria and Beirut..... | 1,560 | 1,560 | 1,560 | 1,560 | 1,560 |
| Suez and Calcutta..... | 64,688 | 64,688 | 64,688 | 64,688 | 64,688 |
| Suez and Calcutta (paid by East India Co.)..... | 50,312 | 50,312 | 50,312 | 50,312 | 50,312 |
| Ceylon and Hongkong..... | 18,988 | 25,312 | 25,312 | 25,312 | 25,312 |
| Ceylon and Hongkong (paid by East India Co.)..... | 19,688 | 19,688 | 19,688 | 19,688 | 19,688 |
| England, Alexandria, Ceylon, Calcutta..... | 13,000 | 18,525 | 18,525 | 18,525 | 5,000 |
| Hongkong, Sydney, New South Wales, including a branch Marseille and Malta..... | 70,000 | 70,000 | 70,000 | 70,000 | 70,000 |
| Paid in addition by East India Co..... | | | | | |
| Bombay via Red Sea (British Government's share; rest, not stated, paid by British India Co.)..... | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| Total paid by Great Britain and colonies..... | 718,124 | 714,704 | 734,704 | 779,704 | 759,060 |
| Grand total: Pounds sterling..... | 718,124 | 714,704 | 734,704 | 779,704 | 759,060 |
| Dollars..... | 3,494,751 | 3,478,108 | 3,575,438 | 3,794,430 | 3,696,905 |

| | 1850-51. | 1851-52. | 1852-53. | 1853-54. | 1854-55 |
|---|-----------|-----------|-----------|-----------|--------------|
| Postmaster-General reports give no particulars as to ports..... | | | | | £775,018 (a) |
| Hamburg, to and from..... | £17,000 | £17,000 | £17,000 | £18,620 | |
| London: Vigo, Oporto, Lisbon, Cadiz, and Gibraltar..... | 20,500 | 20,500 | 20,500 | 20,500 | |
| Liverpool: Halifax, Boston, or New York..... | 145,000 | 145,000 | 171,361 | 173,340 | |
| Halifax: Bermuda and St. Thomas..... | 4,460 | 14,600 | 14,700 | 14,700 | |
| Halifax: St. John..... | 1,140 | | | | |
| West Indies..... | 240,000 | 240,000 | 240,000 | 240,000 | |
| West Indies: Extension to Brazil and Buenos Aires..... | | 30,000 | 30,000 | 30,000 | |
| Pacific and West Indies: Callao and Valparaiso and Panama..... | 20,000 | 25,000 | 25,000 | 25,000 | |
| Plymouth, etc., from Cape..... | | 30,730 | 30,730 | 30,730 | |
| Cape of Good Hope to Mauritius and Calcutta..... | | | | 39,190 | |
| Australia via Cape of Good Hope..... | | | 26,000 | | |
| Alexandria accelerated service..... | 23,500 | 23,500 | 22,500 | | |
| Alexandria and Beirut..... | 1,560 | 1,560 | 1,560 | | |
| Suez and Calcutta..... | 64,688 | 64,688 | 64,688 | | |
| Suez and Calcutta (paid by East India Co.)..... | 50,312 | 50,312 | 50,312 | | |
| Ceylon and Hongkong..... | 25,312 | 25,312 | 25,312 | | |
| Ceylon and Hongkong (paid by East India Co.)..... | 19,688 | 19,688 | 19,688 | | |
| England, Alexandria, Ceylon, Calcutta..... | | | | 129,600 | |
| Hongkong, Sydney, New South Wales, including a branch Marseille and Malta..... | 70,000 | 70,000 | 70,000 | 70,000 | |
| Paid in addition by East India Co..... | | | | | |
| Bombay via Red Sea (British Government's share; rest, not stated, paid by British India Co.)..... | 50,000 | 50,000 | 50,000 | 50,000 | |
| West Coast of Africa..... | | | 11,500 | 23,000 | |
| Total paid by Great Britain and colonies..... | 756,160 | 827,890 | 890,854 | 864,680 | 775,018 |
| Grand total: Pounds sterling..... | 756,160 | 827,890 | 890,854 | 864,680 | 775,018 |
| Dollars..... | 3,699,853 | 4,028,920 | 4,335,342 | 4,207,966 | 3,771,625 |

(a) See Dover and Calais.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 to 1907-8—Continued.

| | 1855-56. | 1856-57. | 1857-58. | 1858-59. | 1859-60. |
|---|-----------|-----------|-----------|-----------------------|-----------------------|
| Postmaster-General reports give no particulars as to ports..... | £743,746 | £759,397 | £820,697 | | |
| North America..... | | | | ^a £191,000 | ^a £191,000 |
| West Indies..... | | | | ^b 293,500 | ^b 293,500 |
| Plymouth, etc., from Cape..... | | | | 32,400 | ^c 38,000 |
| Australia..... | | | | ^d 97,000 | ^e 90,200 |
| Dover and Calais, Dover and Ostend..... | | | | 15,500 | 18,600 |
| Peninsula..... | | | | ^f 20,500 | ^f 20,500 |
| West Coast of Africa..... | | | | 30,000 | 30,000 |
| East Indies..... | | | | ^g 168,000 | ^g 168,000 |
| Total paid by Great Britain and colonies..... | 743,740 | 759,397 | 820,697 | 847,900 | 844,800 |
| Grand total: Pounds sterling..... | 743,746 | 759,397 | 820,697 | 847,900 | 844,800 |
| Dollars..... | 3,619,440 | 3,695,606 | 4,023,121 | 4,126,305 | 4,111,219 |

| | 1860-61. | 1861-62. | 1862-63. | 1863-64. | 1864-65 |
|---|-----------|-----------|------------------|-----------|-----------|
| Postmaster-General reports give no particulars as to ports..... | | | £837,655 | £900,610 | £796,399 |
| London: Vigo, Oporto, Lisbon, Cadiz, and Gibraltar..... | £5,000 | | | | |
| Liverpool: Halifax, Boston, or New York..... | 176,340 | £176,340 | | | |
| Halifax: Bermuda and St. Thomas..... | 14,700 | 14,700 | | | |
| Halifax: St. John..... | | | | | |
| West Indies..... | 270,000 | 270,000 | (^h) | | |
| West Indies: Extension to Brazil and Buenos Aires..... | | | (^h) | | |
| Pacific and West Indies: Callao and Valparaiso and Panama..... | 25,000 | 25,000 | | | |
| Plymouth, etc., from Cape..... | 33,000 | 32,400 | | | |
| Dover and Calais, Dover and Ostend..... | 18,000 | 18,000 | | | |
| West Coast of Africa..... | 30,000 | 30,000 | | | |
| Malta and Alexandria, Suez and Bombay, Suez and Calcutta, Bombay and China..... | 225,625 | 249,625 | | | |
| Point de Galle and Sydney..... | 134,673 | 134,672 | | | |
| Suez and Mauritius..... | | 30,000 | | | |
| Australia to New Zealand Intercolonial..... | | 22,000 | | | |
| Total paid by Great Britain and colonies..... | 932,338 | 1,002,737 | 837,655 | 900,610 | 796,399 |
| Grand total: Pounds sterling..... | 932,338 | 1,002,737 | 837,655 | 900,610 | 796,399 |
| Dollars..... | 4,537,223 | 4,879,819 | 4,076,447 | 4,382,818 | 3,876,075 |

^a £1,500 of this is recovered from the colony of Bahamas. Ports not mentioned.

^b Not mentioned, but apparently for all three services.

^c £32,400 is the contract. £5,000 is added for service within the stipulated time.

^d £97,000 is a moiety, the colony paying the other moiety.

^e £97,000 less penalties for delay.

^f Of this amount £15,500 is recoverable from Indian service.

^g This is the amount payable by the Imperial Government; the balance (not stated) paid by East Indian government.

^h See below for new contract.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 to 1907-8—Continued.

| | 1865-66 | 1866-67. | 1867-68. | 1868-69. | 1869-70. |
|---|-----------|-----------|------------|------------|-----------|
| Postmaster-General reports give no particulars as to ports..... | £817,467 | £783,845 | * £777,097 | £1,056,798 | £105,000 |
| Liverpool: Halifax, Boston, or New York..... | | | | | a 7,887 |
| Liverpool: North German Lloyd..... | | | | | b 24,400 |
| Queenstown and Halifax..... | | | | | b 8,124 |
| New York and Nassau..... | | | | | 19,500 |
| Halifax: Bermuda and St. Thomas..... | | | | | b 13,500 |
| Halifax: St. John..... | | | | | 18,250 |
| Pacific and West Indies: Callao and Valparaiso and Panama..... | | | | | a 21,267 |
| Plymouth, etc., from Cape..... | | | | | 20,000 |
| West Coast of Africa..... | | | | | 450,000 |
| East Indies, China, and Japan..... | | | | | 130,000 |
| Point de Galle and Sydney..... | | | | | 33,500 |
| Brazil, regular service..... | | | | | a 5,418 |
| Brazil, additional service, Liverpool to Buenos Aires..... | | | | | a 4,377 |
| Brazil, Liverpool to Valparaiso..... | | | | | b 4,500 |
| Belize, New Orleans, or Jamaica..... | | | | | 172,914 |
| West Indies, regular service..... | | | | | a b 5,556 |
| West Indies, additional service..... | | | | | |
| Total paid by Great Britain and colonies..... | 817,467 | 783,845 | 777,097 | 1,056,798 | 1,044,203 |
| Grand total: Pounds sterling..... | 817,467 | 783,845 | 777,097 | 1,056,798 | 1,044,203 |
| Dollars..... | 3,078,202 | 3,814,581 | 3,781,742 | 5,142,907 | 5,081,613 |

| | 1870-71. | 1871-72 | 1872-73. | 1873-74. | 1874-75. |
|---|------------|------------|------------|-----------|-----------|
| Postmaster-General reports give no particulars as to ports..... | £1,047,014 | | | | |
| Liverpool: Halifax, Boston, or New York..... | £105,000 | £105,000 | £105,000 | £105,000 | £105,000 |
| Liverpool: North German Lloyd..... | a 6,927 | a 6,607 | a 6,981 | a 6,340 | a 6,340 |
| Queenstown and Halifax..... | b 24,400 | b 24,375 | b 21,375 | b 24,400 | b 24,400 |
| New York and Nassau..... | b 8,708 | b 8,708 | b 1,000 | b 1,000 | b 1,000 |
| Halifax: Bermuda and St. Thomas..... | 19,500 | 19,500 | 19,500 | 19,500 | 19,500 |
| Pacific and West Indies: Callao and Valparaiso..... | 18,250 | a 15,833 | a 15,896 | a 17,437 | a 17,437 |
| Plymouth, etc., from Cape..... | a 25,482 | a 27,015 | a 28,087 | a 30,128 | a 30,128 |
| West Coast of Africa..... | 20,000 | b 6,064 | a 9,335 | a 7,364 | a 7,364 |
| East Indies, China, and Japan..... | 450,000 | 450,000 | 430,000 | 430,000 | 430,000 |
| Point de Galle and Sydney..... | 130,000 | 130,000 | (c) | (c) | (c) |
| Brazil, regular service..... | 33,500 | 33,500 | 33,500 | a 20,828 | a 20,828 |
| Brazil, additional service, Liverpool to Buenos Aires..... | a 15,674 | a 15,203 | a 13,385 | a 11,777 | a 11,777 |
| Belize, New Orleans, or Jamaica..... | b 7,000 | | | b 7,000 | b 7,000 |
| West Indies, regular service..... | 172,914 | 172,914 | 172,914 | a 8,675 | a 8,675 |
| West Indies, additional service..... | a b 4,302 | a b 11,279 | a b 11,173 | a b 3,993 | a b 3,993 |
| Aden and Zanzibar..... | | 10,000 | 10,000 | 10,000 | 10,000 |
| Table Bay and Zanzibar..... | | 20,000 | 20,000 | 20,000 | 20,000 |
| Total..... | 1,047,014 | 1,041,657 | 1,050,058 | 901,146 | 723,112 |
| Paid by South African colonies..... | | | | | 22,820 |
| Total paid by Great Britain and colonies..... | 1,047,014 | 1,041,657 | 1,050,058 | 901,146 | 746,262 |
| Grand total: Pounds sterling..... | 1,047,014 | 1,041,657 | 1,056,058 | 901,146 | 746,262 |
| Dollars..... | 5,095,439 | 5,060,223 | 5,130,306 | 4,385,426 | 3,631,684 |

^a Payment depends upon weight carried.

^b Contract with government other than imperial. Amount given is Imperial Government payment.

^c Contract with colonial government. No information.

^d We believe this to be £86,750, but Postmaster-General's account has £8,675.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 TO 1907-8—(continued.)

| | 1871-76, ^a | 1877-78. | 1878-79 | 1879-80. | 1880-81 |
|---|-----------------------|------------------|------------------|------------------|------------------|
| Liverpool: Halifax, Boston, or New York | <i>b</i> £78,750 | <i>b</i> £32,211 | <i>b</i> £51,873 | <i>b</i> £57,477 | <i>b</i> £45,311 |
| Liverpool: North German Lloyd | <i>b</i> 11,617 | (<i>c</i>) | | | |
| Queenstown and Halifax | <i>d</i> 21,400 | <i>d</i> 22,314 | | | |
| New York and Nassau | <i>d</i> 831 | | | | |
| Halifax: Bermuda and St. Thomas | 19,500 | 19,500 | 17,500 | 17,500 | 17,500 |
| Pacific and West Indies: Callao and Valparaiso and Panama | <i>b</i> 17,263 | <i>b</i> 16,840 | <i>b</i> 12,612 | <i>b</i> 5,706 | <i>b</i> 4,798 |
| Plymouth, etc., from Cape | <i>b</i> 19,097 | (<i>c</i>) | (<i>c</i>) | (<i>c</i>) | (<i>c</i>) |
| Dover and Calais, Dover and Ostend | | | | | 15,774 |
| West Coast of Africa | <i>b</i> 8,012 | <i>b</i> 7,865 | <i>b</i> 8,025 | <i>b</i> 7,863 | <i>b</i> 7,969 |
| East Indies, China, and Japan | 430,000 | 430,000 | 430,000 | 417,325 | 356,000 |
| Brazil, regular service | <i>b</i> 6,976 | <i>b</i> 18,000 | <i>b</i> 14,868 | <i>b</i> 10,534 | <i>b</i> 11,700 |
| Brazil, additional service, Liverpool to Buenos Aires | <i>b</i> 9,701 | (<i>f</i>) | | | |
| West Indies, regular service | 86,750 | 86,750 | 86,750 | 85,188 | 80,500 |
| West Indies, additional service | 11,030 | 10,650 | 10,817 | 10,093 | 4,282 |
| Aden and Zanzibar | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Taile Bay and Zanzibar | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| Cyprus and Alexandria | | | | | <i>d</i> 9,000 |
| Malta and Syracuse | | | | | <i>d</i> 2,000 |
| Total | 763,927 | 674,302 | 662,115 | 641,686 | 605,494 |
| Paid by Australian colonies | 11,606 | | | | |
| Paid by South African colonies | 21,550 | 43,232 | 62,868 | 73,875 | 87,282 |
| Total paid by Great Britain and colonies | 797,083 | 717,534 | 725,983 | 715,561 | 692,776 |
| Grand total: Pounds sterling | 797,083 | 717,534 | 725,983 | 715,561 | 692,776 |
| Dollars | 3,879,001 | 3,491,879 | 3,529,735 | 3,482,277 | 3,371,394 |

| | 1881-82. | 1882-83. | 1883-84. | 1884-85. | 1885-86. |
|---|------------------|------------------|------------------|------------------|------------------|
| Liverpool: Halifax, Boston, or New York | <i>b</i> £74,722 | <i>b</i> £92,523 | <i>b</i> £91,118 | <i>b</i> £96,800 | <i>b</i> £96,520 |
| Halifax: Bermuda and St. Thomas | 17,500 | 17,500 | 17,500 | 17,500 | 4,375 |
| Pacific and West Indies: Callao and Valparaiso and Panama | <i>b</i> 2,018 | <i>b</i> 2,657 | <i>b</i> 2,871 | <i>b</i> 3,418 | <i>b</i> 3,386 |
| Plymouth, etc., from Cape | (<i>c</i>) | (<i>c</i>) | <i>d</i> 640 | <i>d</i> 2,774 | <i>d</i> 2,774 |
| Dover and Calais, Dover and Ostend | 17,800 | 16,117 | 16,238 | 16,334 | 18,055 |
| West Coast of Africa | <i>b</i> 8,462 | <i>b</i> 8,308 | <i>b</i> 885 | <i>b</i> 9,082 | <i>b</i> 8,334 |
| East Indies, China, and Japan | 358,000 | 358,000 | 359,100 | 360,000 | 360,468 |
| Brazil, regular service | <i>b</i> 11,338 | <i>b</i> 12,165 | <i>b</i> 11,723 | <i>b</i> 13,256 | <i>b</i> 12,065 |
| West Indies, regular service | 80,500 | 80,500 | 80,500 | 80,500 | 87,025 |
| West Indies, additional service | 3,931 | 3,541 | 1,757 | 3,279 | 2,065 |
| Aden and Zanzibar | 10,000 | 6,024 | 10,000 | 10,000 | 10,000 |
| Cyprus and Alexandria | 7,494 | 7,859 | 8,230 | 5,313 | |
| Malta and Syracuse | <i>d</i> 2,000 | <i>d</i> 1,500 | <i>d</i> 928 | <i>d</i> 620 | |
| Total | 592,705 | 607,381 | 604,831 | 619,166 | 606,567 |
| Paid by New Zealand | | | 60,467 | 59,681 | 56,451 |
| Paid by South African colonies | 99,474 | 102,381 | 85,400 | 72,708 | 77,272 |
| Total paid by Great Britain and colonies | 692,179 | 709,765 | 750,698 | 751,555 | 740,290 |
| Grand total: Pounds sterling | 692,179 | 709,765 | 750,698 | 751,555 | 740,290 |
| Dollars | 3,368,459 | 3,434,070 | 3,653,271 | 3,657,411 | 3,602,621 |

^a Part of 1877.^b Payment depends upon weight carried.^c After this all mails to North America included above^d Contract with government other than imperial. Amount given is Imperial Government payment.^e Contract with colonial government. No information.^f Steamer from Liverpool and Southampton, both treated as regular steamers.^g Amount £170,000 covers colonial and imperial payment.^h These payments are made to mail steamers for calling with mail to St. Helena and Ascension.ⁱ Postmaster-General in his report states (service provided by foreign office): We have continued payment as previously reported.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 TO 1907-8—Continued.

| | 1886-87. | 1887-88. | 1888-89. | 1889-90. | 1890-91. |
|--|------------------|------------------|------------------|------------------|------------------|
| Liverpool: Halifax, Boston, or New York. | <i>a</i> £92,233 | <i>a</i> £82,741 | <i>a</i> £95,170 | <i>a</i> £97,500 | <i>a</i> £99,152 |
| Halifax: Bermuda and St. Thomas. | 300 | 300 | 325 | 621 | 648 |
| Pacific and West Indies: Callao and Valparaiso and Panama. | <i>a</i> 3,416 | <i>a</i> 3,160 | <i>a</i> 3,397 | <i>a</i> 4,080 | <i>a</i> 4,167 |
| Plymouth, etc., from Cape. | <i>b</i> 2,774 | <i>b</i> 2,774 | <i>b</i> 2,733 | <i>b</i> 2,733 | <i>b</i> 2,733 |
| Australia. | | | | <i>c</i> 170,000 | <i>c</i> 170,000 |
| Dover and Calais, Dover and Ostend. | 17,894 | 16,940 | 17,564 | 17,117 | 16,933 |
| West Coast of Africa. | <i>a</i> 9,365 | <i>a</i> 9,369 | <i>a</i> 9,812 | <i>a</i> 9,824 | <i>a</i> 9,866 |
| East Indies, China, and Japan. | 205,000 | 205,000 | 205,000 | 205,000 | 205,000 |
| Brazil, regular service. | <i>a</i> 14,822 | <i>a</i> 16,793 | <i>a</i> 22,104 | <i>a</i> 21,132 | <i>a</i> 23,817 |
| West Indies, regular service. | 90,169 | 90,000 | 90,000 | 90,000 | 92,709 |
| West Indies, additional service. | 3,022 | 3,968 | 3,071 | 1,510 | 559 |
| Aden and Zanzibar. | <i>d</i> 10,000 | <i>d</i> 10,000 | <i>d</i> 10,000 | <i>d</i> 10,000 | <i>d</i> 10,000 |
| Newfoundland. | | | | <i>e</i> 4,000 | <i>e</i> 4,000 |
| Total. | 604,025 | 501,045 | 519,176 | 693,217 | 699,584 |
| Paid by North American colonies. | | | | | 70,918 |
| Paid by New Zealand. | 54,070 | 45,318 | 40,951 | 41,310 | 28,435 |
| Paid by South African colonies. | 72,488 | 77,140 | 55,673 | 52,975 | 53,355 |
| Total paid by Great Britain and colonies. | 730,583 | 620,503 | 621,800 | 787,502 | 852,292 |
| Admiralty subventions. | | 13,000 | 22,380 | 39,410 | 52,928 |
| Grand total: Pounds sterling. | 730,583 | 639,503 | 644,180 | 826,912 | 910,220 |
| Dollars. | 3,555,382 | 3,112,141 | 3,134,901 | 4,024,160 | 4,429,588 |

| | 1891-92. | 1892-93. | 1893-94. | 1894-95. | 1895-96. |
|--|------------------|-------------------|-------------------|-------------------|------------------|
| Liverpool: Halifax, Boston, or New York. | <i>a</i> £99,024 | <i>a</i> £104,231 | <i>a</i> £105,500 | <i>a</i> £105,200 | <i>a</i> £90,400 |
| Halifax: Bermuda and St. Thomas. | 561 | 590 | 600 | 660 | 670 |
| Pacific and West Indies: Callao and Valparaiso and Panama. | <i>a</i> 4,895 | <i>a</i> 5,195 | <i>a</i> 5,040 | <i>a</i> 5,780 | <i>a</i> 5,380 |
| Plymouth, etc., from Cape. | <i>b</i> 612 | (<i>f</i>) | <i>b</i> 1,050 | <i>b</i> 3,900 | <i>b</i> 3,900 |
| Australia. | <i>c</i> 170,000 | <i>c</i> 170,000 | <i>c</i> 170,000 | <i>c</i> 170,000 | <i>c</i> 170,000 |
| Dover and Calais, Dover and Ostend. | 17,088 | 17,537 | 18,637 | 25,000 | 25,000 |
| West Coast of Africa. | <i>a</i> 10,437 | <i>a</i> 11,772 | <i>a</i> 12,620 | <i>a</i> 13,985 | <i>a</i> 15,813 |
| East Indies, China, and Japan. | 205,000 | 205,000 | 205,000 | 205,000 | 205,000 |
| Brazil, regular service. | <i>a</i> 21,907 | <i>a</i> 22,475 | <i>a</i> 21,290 | <i>a</i> 22,725 | <i>a</i> 22,838 |
| West Indies, regular service. | 85,000 | 85,000 | 85,000 | 85,000 | 81,250 |
| West Indies, additional service. | 532 | 354 | 374 | 409 | 410 |
| Aden and Zanzibar. | <i>d</i> 10,000 | <i>d</i> 10,000 | 9,000 | 0,000 | 0,000 |
| Newfoundland. | <i>e</i> 4,000 | <i>e</i> 4,000 | <i>e</i> 4,000 | <i>e</i> 4,000 | <i>e</i> 3,000 |
| Canada and China. | 43,973 | 60,000 | 60,000 | 60,000 | 60,000 |
| Total. | 733,032 | 759,154 | 761,411 | 770,669 | 752,666 |
| Paid by North American colonies. | 70,918 | 70,918 | 79,918 | 71,098 | 62,258 |
| Paid by New Zealand. | 12,511 | 10,056 | 10,704 | 10,390 | 10,478 |
| Paid by South African colonies. | 53,492 | 53,510 | 71,033 | 89,261 | 90,301 |
| Total paid by Great Britain and colonies. | 809,953 | 890,638 | 914,066 | 941,318 | 915,703 |
| Admiralty subventions. | 60,306 | 60,000 | 21,972 | 33,847 | 45,473 |
| Grand total: Pounds sterling. | 930,259 | 950,638 | 936,038 | 975,165 | 961,176 |
| Dollars. | 4,527,107 | 4,626,279 | 4,555,229 | 4,745,639 | 4,677,562 |

a Payment depends upon weight carried.

b These payments are made to mail steamers for calling with mails to St. Helena and Ascension.

c These payments are for mails via Brindisi or Naples and Adelaide. Mails via Aden and Brisbane, San Francisco, and Sydney are under Canadian contract.

d Postmaster-General in his report states (service provided by foreign office): We have continued payment as previously reported.

e Contract with government other than imperial. Amount given is Imperial Government payment.

f Under discussion.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 to 1907-8—Continued.

| | 1896-97. | 1897-98. | 1898-99. | 1899-1900. | 1900-1901. |
|--|-----------|-----------|-----------|------------|------------|
| Liverpool: Halifax, Boston, or New York. | £100,518 | £107,694 | £126,792 | £113,640 | £117,655 |
| Halifax or New York: Bermuda and St. Thomas. | 720 | 773 | 892 | 960 | 957 |
| Pacific and West Indies: Callao and Valparaiso and Panama. | a 5,850 | a 7,373 | a 5,870 | 6,922 | 27,454 |
| Cape of Good Hope. | b 3,900 | b 3,900 | b 3,900 | 3,900 | 3,900 |
| Australia. | c 170,000 | c 169,611 | c 169,200 | 169,700 | 169,200 |
| Dover and Calais, Dover and Ostend. | 25,000 | 25,000 | 25,000 | 24,730 | 24,900 |
| West Coast of Africa. | a 15,617 | a 16,411 | a 19,286 | 15,355 | 15,355 |
| East Indies, China, and Japan. | 265,000 | (d) | (d) | | |
| Brazil, regular service. | a 26,145 | a 28,807 | a 38,907 | 27,859 | a 10,530 |
| West Indies, regular service. | 80,000 | 80,000 | 79,500 | 80,000 | 80,000 |
| West Indies, additional service. | 440 | | | | |
| Aden and Zanzibar. | 9,000 | 9,000 | 9,000 | 9,000 | 9,000 |
| Newfoundland. | e 2,000 | e 2,000 | e 2,000 | 2,000 | 2,000 |
| Canada and China. | 60,000 | 60,000 | 60,000 | 59,500 | 60,000 |
| Brindisi, Bombay, and Shanghai. | | 261,160 | 213,600 | 245,000 | 215,000 |
| Harwich, and Hook of Holland. | | | 550 | 867 | 850 |
| Total. | 764,220 | 771,732 | 784,497 | 759,433 | f 774,797 |
| Paid by North American colonies. | 63,008 | 88,008 | 88,991 | c 73,243 | (h) |
| Paid by New Zealand. | 10,512 | 18,012 | 20,678 | 20,678 | |
| Paid by South African colonies. | 91,598 | 92,700 | 93,700 | 94,700 | |
| Total paid by Great Britain and colonies. | 920,338 | 970,452 | 987,866 | 948,054 | (A) |
| Admiralty subventions. | 48,620 | 48,600 | 48,600 | 65,000 | |
| Grand total: Pounds sterling. | 977,958 | 1,019,052 | 1,036,466 | 1,013,054 | |
| Dollars. | 4,759,231 | 4,959,216 | 5,123,772 | 4,923,442 | |

| | 1901-2. | 1902-3. | 1903-4. | 1904-5. | 1905-6. | 1906-7. | 1907-8. | Total. |
|---|------------|---------|----------|----------|----------|----------|----------|-------------|
| Postmaster - General reports give no particulars as to ports. | | | | | | | | £10,121,773 |
| Hamburg, to and from. | | | | | | | | 237,620 |
| London: Vigo, Oporto, Lisbon, Cadiz, and Gibraltar. | | | | | | | | 346,000 |
| North America. | | | | | | | | 382,000 |
| Liverpool: Halifax, Boston, or New York. | a £110,543 | | £133,001 | £135,021 | £141,073 | £143,356 | £160,102 | 5,540,631 |
| Liverpool: North German Lloyd. | | | | | | | | 45,359 |
| Queenstown and Halifax. | | | | | | | | 168,694 |
| New York and Nassau. | | | | | | | | 28,371 |
| Halifax or New York: Bermuda and St. Thomas. | 1,094 | | 1,400 | 1,618 | 1,130 | 837 | 854 | 368,568 |
| Halifax: St. John. | | | | | | | | 84,380 |
| West Indies. | | | | | | | | 4,092,600 |
| West Indies: Extension to Brazil and Buenos Aires. | | | | | | | | 60,000 |
| Pacific and West Indies: Callao and Valparaiso and Panama. | 32,780 | | 32,000 | 32,000 | 32,000 | 32,000 | 32,000 | 608,024 |
| Cape of Good Hope. | 3,900 | | 4,890 | 5,070 | 5,070 | 5,070 | 5,220 | 457,183 |
| Plymouth, etc., from. | | | | | | | | 39,190 |
| Australia. | 169,800 | | 169,750 | 70,860 | | | | 2,635,421 |
| Australia, via Cape of Good Hope. | | | | | | | | 26,000 |
| Alexandria accelerated service. | | | | | | | | 364,707 |
| Alexandria and Beirut. | | | | | | | | 20,280 |
| Suez and Calcutta. | | | | | | | | 533,676 |
| Suez and Calcutta (paid by East India Co.). | | | | | | | | 402,406 |
| Ceylon and Hongkong. | | | | | | | | 196,169 |
| Ceylon and Hongkong (paid by East India Co.). | | | | | | | | 157,504 |

a Payment depends upon weight carried.

b These payments are made to mail steamers for calling with mails to St. Helena and Ascension.

c These payments are for mails via Brindisi or Naples and Adelaide. Mails via Aden and Brisbane, San Francisco, and Sydney are under Canadian contract.

d See Brindisi, Bombay, and Shanghai.

e Under discussion.

f Including minor payments not specified.

g Postmaster-General in his report states (service provided by foreign office): We have continued payment as previously reported.

h Figures for these years not available at present.

2. FOREIGN AND COLONIAL PACKET SERVICE, 1840-41 TO 1907-8—Continued.

| | 1901-2. | 1902-3 | 1903-1. | 1901-5. | 1905-6 | 1906-7. | 1907-8. | Total. |
|---|-----------|--------|-----------|-----------|-----------|-----------|-----------|--------------|
| England, Alexandria, Ceylon, Calcutta (paid in addition by East India Co.). | | | | | | | | £215,175 |
| Hongkong, Sydney, New South Wales, including a branch Marseille and Malta (paid in addition by East India Co.). | | | | | | | | 700,000 |
| Bombay, via Red Sea (British Government share, rest not stated paid by British India Co.). | | | | | | | | 700,000 |
| Dover and Calais, Dover and Ostend. | £21,990 | | £25,000 | £25,000 | £25,000 | £25,000 | £25,000 | 632,808 |
| Peninsula. | | | | | | | | 41,000 |
| West Coast of Africa. | 15,355 | | 15,355 | 15,355 | 15,355 | 15,355 | 15,355 | 578,003 |
| East Indies. | | | | | | | | 331,000 |
| East Indies, China, and Japan. | | | | | | | | 9,080,093 |
| Malta and Alexandria, Suez and Bombay, Suez and Calcutta, Bombay and China. | | | | | | | | 475,250 |
| Point de Galle and Sydney | | | | | | | | 659,315 |
| Suez and Mauritius. | | | | | | | | 30,000 |
| Australia to New Zealand | | | | | | | | 22,000 |
| Intercolonial. | | | | | | | | 703,759 |
| Brazil, regular service. | a 10,505 | | 10,589 | 11,373 | 11,830 | 12,126 | 12,651 | |
| Brazil, additional service, Liverpool to Buenos Aires. | | | | | | | | 71,218 |
| Brazil, Liverpool to Valparaiso. | | | | | | | | 4,377 |
| Belize, New Orleans, or Jamaica. | | | | | | | | 18,500 |
| West Indies, regular service. | 70,880 | | 87,052 | 84,500 | 21,125 | 1,288 | 11,804 | 3,095,891 |
| West Indies, additional service. | | | | | | | | 113,207 |
| Aden and Zanzibar. | 9,000 | | 9,000 | 9,000 | 9,000 | 9,000 | 9,000 | 222,024 |
| Table Bay and Zanzibar. | | | | | | | | 160,000 |
| Cyprus and Alexandria. | | | | | | | | 37,907 |
| Malta and Syracuse. | | | | | | | | 7,048 |
| Newfoundland. | 2,000 | | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 49,000 |
| Canada and China. | 59,700 | | 60,000 | 60,000 | 60,000 | 60,000 | 50,400 | 942,573 |
| Brindisi, Bombay, and Shanghai. | 245,000 | | 245,000 | 331,617 | 340,000 | 310,000 | 345,011 | 2,831,418 |
| Hawitch, and Hook of Holland. | 850 | | 850 | 850 | 850 | 850 | 850 | 7,377 |
| Total. | b 775,269 | | b 805,322 | b 789,839 | b 676,170 | b 662,318 | b 687,514 | b 48,008,291 |
| Paid by North American colonies. | | | | | | | | 730,188 |
| Paid by New Zealand. | | | | | | | | 519,702 |
| Paid by Australian colonies. | (d) | (d) | (d) | (d) | (d) | (d) | (d) | 11,606 |
| Paid by South African colonies. | | | | | | | | 1,790,788 |
| Total paid by Great Britain and colonies. | | | | | | | | 51,960,578 |
| Admiralty subventions. | (d) | (d) | (d) | (d) | (d) | (d) | (d) | 565,136 |
| Grand total: | | | | | | | | 52,525,714 |
| Pounds sterling. | | | | | | | | 255,590,124 |
| Dollars. | | | | | | | | |

a Payment depends upon weight carried.

b Including minor payments not specified.

c Contract with government other than imperial. Amount given is Imperial Government payment.

d Figures for these years not available at present.

3. BRITISH RESERVE MERCHANT CRUISERS

VOTE 8--SHIPBUILDING, REPAIRS, MAINTENANCE, ETC.

| | Estimates | |
|---|-----------|----------|
| | 1910-11 | 1909-10. |
| <i>I.—Royal reserve of merchant cruisers</i> | | |
| Subvention for right of preemption or hire as armed cruisers or transports ^a | £150,000 | £150,000 |
| <i>K.—Purchase of ships, vessels, etc.</i> | | |
| For the purchase of ships and vessels, etc., in some cases with their machinery, armament, steamboats, and stores..... | 13,000 | 40,000 |
| <i>L.—Appropriations in aid.</i> | | |
| Proportion of contribution from Indian government on account of His Majesty's ships in Indian waters | 13,000 | 15,000 |
| Proportion of contribution by the Australian commonwealth and the Dominion of New Zealand on account of naval expenditure | 118,700 | 118,700 |
| Proportion of contribution toward the general maintenance of the navy: | | |
| Cape Colony..... | 13,000 | 13,000 |
| Natal..... | 0,900 | 9,900 |
| Proceeds of sale of old steamboats, machinery, gun mountings, etc..... | 13,500 | 10,470 |
| Total..... | 108,000 | 165,070 |

^a Exclusive of fittings, armaments, clothing, mess utensils, etc., provided in navy votes

NOTE.—*Reserve merchant cruisers and subsidies payable.*

| Name of vessel. | Gross tonnage. | Net tonnage. | I. II. V. | Owner. | Amount payable. |
|-----------------|----------------|--------------|-----------|------------------|-----------------|
| Mauretania..... | 31,938 | 8,948 | 68,000 | } Cunard Co..... | £150,000 |
| Lusitania..... | 31,550 | 9,145 | 68,000 | | |

In addition to the above the Cunard Company holds all vessels for the time being the property of the company at the disposal of His Majesty's Government for hire or purchase.

4. BRITISH NAVAL RESERVE APPROPRIATIONS.

VOTE 7.—ROYAL NAVAL RESERVES.

- I. *Estimate of the sum which will be required in the year ending March 31, 1910, to defray the expenses of the royal naval reserve, the royal fleet reserve (including seamen pensioner reserve), and the royal naval volunteers, etc.*

[Three hundred and sixty-seven thousand pounds (£367,000).]

II. *Subheads under which this vote will be accounted for.*

| | Estimates. | | Increase. | Decrease. |
|--|------------|----------|-----------|-----------|
| | 1910-11. | 1909-10. | | |
| A.—Royal naval reserve..... | £193,366 | £203,677 | ..... | £10,311 |
| B.—Royal fleet reserve..... | 160,200 | 148,900 | £11,300 | ..... |
| C.—Royal naval volunteers..... | 26,800 | 21,800 | 5,000 | ..... |
| D.—Reserve of retired officers..... | 850 | 800 | 50 | 450 |
| E.—Auxiliary royal naval sick-berth reserve..... | 900 | 1,350 | ..... | ..... |
| Total..... | 382,116 | 376,527 | 16,350 | 10,761 |
| Deduct: | | | | |
| F.—Appropriations in aid..... | 9,616 | 9,527 | 89 | ..... |
| Balance..... | 372,500 | 367,000 | 16,261 | 10,761 |
| Net increase..... | | | 5,500 | ..... |

4. BRITISH NAVAL RESERVE APPROPRIATION—Continued.

III. Details of the foregoing.

| Numbers. | | ROYAL NAVAL RESERVES ^a | | Estimates. | |
|---|----------|--|---|------------|----------|
| 1909-10. | 1910-11. | [Officers, seamen, etc., serving in merchant and fishing vessels, etc.] | | 1910-11 | 1909-10. |
| A.—Expense of the royal naval reserve. | | | | | |
| Pay, allowances, and contingent expenses of royal naval reserve officers while on voluntary service in His Majesty's ships, etc | | | | | |
| For the year: | | | | | |
| 15 | 50 | Lieutenants or acting lieutenants. | (Pay, at 10s. per diem each.) Messing, at 2s. per diem each Equipment money, at £20 each | £11,950 | |
| 10 | 10 | Sublieutenants or acting sublieutenants | (Pay, at 5s. per diem each.) Messing, at 1s. per diem each Equipment money, at £15 each | 1,245 | |
| For course of gunnery and torpedo training (estimated at 120 days): | | | | | |
| 5 | 5 | Commanders..... | (Pay, at 20s. per diem each.) Messing, at 2s. per diem each | 720 | |
| 65 | 75 | Lieutenants or acting lieutenants. | (Pay, at 10s. per diem each.) Messing, at 2s. per diem each | 5,400 | |
| 20 | 20 | Sublieutenants or acting sublieutenants.. | (Pay, at 5s. per diem each.) Messing, at 1s. per diem each | 720 | |
| For course of instruction in signals (estimated at 14 days): | | | | | |
| 2 | 2 | Commanders..... | (Pay, at 22s. per diem each.) Messing, at 2s. per diem each | 31 | |
| 12 | 12 | Lieutenants or acting lieutenants..... | (Pay, at 10s. per diem each.) Messing, at 2s. per diem each | 101 | |
| 6 | 6 | Sublieutenants or acting sublieutenants.. | (Pay, at 5s. per diem each.) Messing, at 1s. per diem each | 25 | |
| For temporary service: | | | | | |
| 30 | 25 | Lieutenants or acting lieutenants..... | (Pay, at 10s. per diem each.) Messing, at 2s. per diem each | 450 | |
| 10 | 10 | Sublieutenants, acting sublieutenants, and midshipmen..... | (Pay, at 5s. per diem each.) Messing, at 1s. per diem each | 90 | |
| 20 | 15 | Warrant engineers: Pay, 8s. 6d. per diem each. | | 191 | |
| For course of instruction at a home dockyard (estimated at 91 days): | | | | | |
| 2 | 2 | Senior engineers.... | (Pay, at 20s. per diem each.) Provision and lodging allowance, at 5s. per diem each Messing, at 2s. per diem each | 215 | |
| 5 | 3 | Engineers..... | (Pay, at 17s. per diem each.) Provision and lodging allowance, at 5s. per diem each Messing, at 2s. per diem each | 328 | |
| 3 | 2 | Assistant engineers.. | (Pay, at 11s. per diem each.) Provision and lodging allowance, at 4s. per diem each Messing, at 1s. per diem each | 146 | |
| ..... | ..... | Retaining fees to officers who after 12 months' training become entitled to certificates of proficiency... | | 13,300 | |
| 235 | 237 | | | £34,945 | £33,361 |
| Carried forward..... | | | | 34,945 | 33,361 |

^a Provision is made in the civil-service estimates under the votes for the "board of trade" and "mercantile-marine services" and in the revenue-department estimates under the vote for the "customs" in respect of work performed in connection with the royal naval reserve force, viz:

| | |
|----------------------------------|--------|
| Board of trade. | £3,736 |
| Mercantile-marine services. | 2,500 |
| Customs. | 3,300 |
| Total. | 9,536 |

4. BRITISH NAVAL RESERVE APPROPRIATION—Continued

III. Details of the foregoing—Continued

| Numbers. | | ROYAL NAVAL RESERVES—continued. [Officers, seamen, etc., serving in merchant and fishing vessels, etc.] | Estimates. | |
|----------|----------|--|------------|---------|
| 1909-10. | 1910-11. | | 1910-11. | 1909-10 |
| | | <i>A.—Expense of the royal naval reserve—Continued.</i> | | |
| | | <i>Pay, allowances, and contingent expenses of royal naval reserve officers while on voluntary service, etc.—Continued.</i> | | |
| | | Brought forward..... | £34,945 | £33,361 |
| | | Training in His Majesty's ships: | | |
| | | [Course, 7 to 28 days.] | | |
| | | Commanders (not required to undergo training). | | |
| | | Lieutenants..... | | |
| 1,400 | a 1,370 | Sublieutenants..... | 7,500 | 7,700 |
| | | Midshipmen..... | | |
| 240 | 220 | Senior engineers and engineers..... | | |
| | | Assistant engineers..... | | |
| | | [Course, 1 to 3 months.] | | |
| | | Warrant engineers..... | | |
| 120 | 120 | [Pay, at 8s. 6d. per diem each..... | | |
| | | [Uniform allowance, at £10 each..... | 3,000 | 3,750 |
| | | [Annual retainer, at £15 each..... | | |
| | | [Course, 14 to 28 days.] | | |
| 84 | 100 | Assistant paymasters and acting assistant paymasters (reserve of accountant officers), pay, 10s. per diem each..... | £800 | |
| | | Allowances to candidates for the rank of assistant paymaster..... | | |
| | | Fees to instructor of candidates for the rank of assistant paymaster..... | 26 | |
| | | Royal naval reserve—Australasia. | 826 | 853 |
| | | Lieutenants..... | | |
| 25 | 25 | Sublieutenants..... | 150 | 300 |
| 1,839 | 1,835 | | | |
| | | Annual retainers and pay to men while under training in His Majesty's ships: | | |
| | | Training (1 to 3 months) | | |
| | | Annual retainers. | | |
| | | Pay | | |
| | | <i>At</i> | <i>At</i> | |
| | | £ | s. d. | £ |
| | | 8 | 1 7 | |
| 13,600 | 11,900 | 57,750 | (b) 1 5 | 23,200 |
| | | 6 | 2 0 | |
| 6,000 | 6,000 | 27,350 | (b) 1 10 | 11,005 |
| | | 6 | 5 6 | |
| 600 | 600 | 5,500 | or 6 0 | 2,600 |
| | | 90,600 | | 39,805 |
| | | Abate: | | |
| | | For nonattendances, etc..... | 1,600 | 1,595 |
| 20,200 | a 18,500 | 89,000 | | 38,300 |
| | | | 127,300 | 136,530 |
| | | Pay of men embarked for a period of three months' voluntary training on board His Majesty's ships (old system)..... | 1,100 | 1,100 |
| | | Pay and embarkation gratuity of men embarked temporarily. | | 2,200 |
| | | Fees to civilian medical officers for examination of men..... | 300 | 200 |
| | | Subsidies to mercantile marine training ships, etc.: | | |
| | | Pay of pensioner gunnery instructors, at 8s. per diem..... | 650 | 650 |
| | | Remuneration to chief officers of coast guard in charge of batteries for drilling men (old system)..... | 400 | 1,200 |
| | | Compensation to chief officers of coast guard in respect of cessation of drill pay at royal naval-reserve batteries abolished..... | 350 | 195 |
| | | Rents of batteries, stationery allowance, and miscellaneous expenses (old system)..... | 1,000 | 1,000 |
| 22,069 | 20,335 | Carried forward..... | 177,521 | 189,032 |

a Some remain under the old system of training and are paid at rates previously authorized.

b Embarkation gratuities are also payable.

4. BRITISH NAVAL RESERVE APPROPRIATION—Continued.

III. Details of the foregoing—Continued.

| Numbers. | | ROYAL NAVAL RESERVES—continued [Officers, seamen, etc., serving in merchant and fishing vessels, etc.] | Estimates. | |
|----------|----------|--|------------|----------|
| 1909-10 | 1910-11. | | 1910-11. | 1909-10. |
| 22,069 | 20,335 | A.—Expense of the royal naval reserve—Continued | | |
| | | Brought forward..... | £177,521 | £189,032 |
| | | Newfoundland, Malta, and Australasia. | | |
| | | Newfoundland. Annual retainers and drill money to men during drill (28 days) and pay while training in His Majesty's ships: | | |
| 380 | 320 | Qualified seamen..... | £4,400 | |
| 220 | 280 | Seamen..... | | |
| | | Allowances to naval officer acting as registrar-general and to registrar, audit allowance, and recruiting fees..... | 150 | |
| | | | 4,550 | 5,350 |
| | | Malta: Annual retainers, drill money, and lodging allowance to men during drill ashore (1 month) and pay while training in His Majesty's ships (6 months): | | |
| 400 | 400 | Seamen and firemen..... | 3,800 | |
| | | Allowance to naval officer acting as registrar-general, wages of interpreter, audit allowance, etc.. | 250 | |
| | | | 4,050 | 4,050 |
| | | Australasia: Annual retainers, drill money, and lodging allowance to men during drill (14 to 28 days): | | |
| 440 | 580 | Seamen and stokers..... | 6,400 | |
| | | Salaries and expenses of registrars and audit allowance..... | 845 | |
| | | | 7,245 | 5,245 |
| 1,440 | 1,580 | | 193,366 | 203,677 |
| 23,509 | a 21,915 | | | |
| | | ROYAL FLEET RESERVE. | | |
| | | B.—Expense of the royal fleet reserve. | | |
| | | Accountant staff: | | |
| 3 | 3 | Paymasters: Full pay, etc. (£2,393), lodging allowance, £70 each, and provision allowance, £24 each..... | £2,675 | |
| 7 | 7 | Chief writers and writers (pensioners); ^b Pay (£702), provision allowance (£138)..... | | |
| 6 | 7 | Chief writers and writers: ^c Pay..... | 639 | |
| 16 | 17 | | 4,154 | 4,062 |
| | | Annual retainers, drill money, and lodging allowance to men during drill (7 days): ^d | | |
| | | | | |
| | | | | |
| 7,750 | 7,350 | Class A (pensioners, including seamen pensioner reserve)..... | £6,800 | £800 |
| 15,200 | 16,750 | Class B (nonpensioners)..... | 10,500 | 1,900 |
| | | Class C (nonpensioners, artisans)..... | | |
| 22,950 | a 24,100 | | 136,000 | 17,300 |
| | | | 136,000 | 2,700 |
| | | | 156,600 | 112,600 |
| | | Pay and embarkation gratuity of men embarked temporarily.. | 2,200 | |
| | | Contingencies..... | 46 | 38 |
| | | | 100,200 | 148,900 |

a Included in the statement of numbers employed on salary and reserves attached to Vote A.

b For extra remuneration paid out of other votes.

c Borne on ship's books

d 14 days in the case of seamen pensioner reserve.

4. BRITISH NAVAL RESERVE APPROPRIATION—Continued.

III. Details of the foregoing—Continued.

| Numbers. | | | Estimates. | |
|---|----------|---|------------|----------|
| 1909-10. | 1910-11. | | 1910-11. | 1909-10. |
| ROYAL NAVAL VOLUNTEERS. | | | | |
| C.—Expense of the royal naval volunteers. | | | | |
| | | Pay of instructors, etc.: | | |
| 6 | 6 | Officers (at 14s. per diem)..... | £1,533 | £1,533 |
| 42 | 44 | Chief petty officers and petty officers: ^a Pay, etc. (£3,847), lodging allowance (£900), provision allowance (£1,071).... | 5,908 | 5,680 |
| 6 | 6 | Armorer's mates: ^a Pay (£322), lodging allowance (£100), provision allowance (£146)..... | 577 | 563 |
| | | Drill ships, etc.: | | |
| 1 | 1 | Warrant officer in charge (at 5s. per diem)..... | 91 | 91 |
| 17 | 20 | Ship keepers (at 3s. per diem)..... | 1,095 | 931 |
| 72 | 77 | | | |
| 4,200 | 4,400 | Capitation allowances, etc.: | | |
| | | Allowance for each efficient volunteer, 50s. (£4,100) ^b | 10,250 | 6,475 |
| | | Allowances for efficient volunteers who have obtained cer- tificates after undergoing special courses of instruction... | 775 | 750 |
| | | Pay of officers and men embarked for instructional cruises... | 3,493 | 2,800 |
| | | Pay of officers and men undergoing special courses of in- struction..... | 400 | 400 |
| | | Outfit allowances to officers who have obtained proficiency certificates..... | 500 | 400 |
| | | Establishment expenses, etc. | 400 | 400 |
| | | Contingencies..... | 900 | 900 |
| | | Commander, R. N. (naval member of volunteer committee): Full pay (£402), command money (£46), lodging al- lowance (£50), and provision allowance (£24)..... | 522 | 522 |
| | | Clerical assistance (£300) and pay of messenger (£56)..... | 356 | 355 |
| | | | 26,800 | 21,800 |
| RESERVE OF RETIRED OFFICERS. | | | | |
| D.—Expenses connected with retired officers, etc. | | | | |
| | | Retired officers, R. N. (captains, commanders, and Lieuten- ants), undergoing instruction in gunnery and torpedo prac- tice in His Majesty's ships: | | |
| | | Full pay, etc., at naval rates for 3 months..... | 500 | 500 |
| | | Officers, R. N. (captains, commanders, and lieutenants), who have resigned their commissions: | | |
| | | Full pay, etc., at naval rates during instruction..... | 300 | 300 |
| | | Reserve of medical officers, R. N.: | | |
| | | Retaining fees..... | 50 | ..... |
| | | | 550 | 800 |
| E.—Auxiliary royal naval sick-berth reserve. | | | | |
| | | Staff surgeon, R. N. (as organizer): Full pay, etc. (£438), lodging allowance (£50), hospital allowance (£53)..... | 541 | 976 |
| | | Pay, etc., to reservists attending courses of instruction, tuition fees to instructors, and contingent expenses of organization.. | 359 | 374 |
| | | | 900 | 1,350 |
| F.—Appropriations in aid. | | | | |
| | | Proportion of contribution by the Australian Commonwealth and the Dominion of New Zealand on account of the estab- lishment of a branch of the royal naval reserve..... | 6,300 | 6,300 |
| | | Contribution from the government of Newfoundland toward the maintenance of a branch of the royal naval reserve in that colony..... | 3,000 | 3,000 |
| | | Miscellaneous receipts..... | 316 | 227 |
| | | | 9,616 | 9,527 |

^a Borne on ship's books.^b Included in the statement of numbers employed on salary and reserves attached to Vote A.

APPENDIX J.

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910.

| Name of vessel. | Crew | Gross tonnage. | When built. | Where built. | Material. | Home port. |
|-------------------------|------|----------------|-------------|------------------------|------------|---------------------|
| Minnesota..... | 150 | 20,718 | 1904 | New London, Conn.... | Steel.... | New York, N. Y. |
| Manchuria..... | 164 | 13,638 | 1904 | Camden, N. J..... | do..... | Do. |
| Mongolia..... | 265 | 13,638 | 1903 | do..... | do..... | Do. |
| St. Louis..... | 377 | 11,629 | 1895 | Philadelphia, Pa..... | do..... | Do. |
| St. Paul..... | 377 | 11,629 | 1895 | do..... | do..... | Do. |
| Sibera..... | 277 | 11,284 | 1902 | Newport News, Va..... | do..... | Do. |
| Korea..... | 277 | 11,276 | 1902 | do..... | do..... | Do. |
| New York..... | 370 | 10,798 | 1888 | Clydebank, Scotland.. | do..... | Do. |
| Philadelphia..... | 378 | 10,786 | 1889 | do..... | do..... | Do. |
| Ancon..... | 71 | 9,606 | 1902 | Sparrows Point, Md.... | do..... | Do. |
| Cristobal..... | 74 | 9,606 | 1902 | do..... | do..... | Do. |
| Alaskan..... | 42 | 8,671 | 1902 | San Francisco, Cal.... | do..... | Do. |
| Arizonan..... | 42 | 8,671 | 1903 | do..... | do..... | Do. |
| Texan..... | 54 | 8,615 | 1902 | Camden, N. J..... | do..... | Do. |
| Mexican..... | 43 | 8,579 | 1907 | San Francisco, Cal.... | do..... | Do. |
| Columbian..... | 43 | 8,579 | 1907 | do..... | do..... | Do. |
| Virginian..... | 46 | 7,914 | 1903 | Sparrows Point, Md.... | do..... | Do. |
| Missourian..... | 99 | 7,914 | 1903 | do..... | do..... | Do. |
| Massachusetts..... | 89 | 7,913 | 1902 | Camden, N. J..... | do..... | Do. |
| Kentuckian..... | 43 | 6,606 | 1910 | Sparrows Point, Md.... | do..... | Do. |
| Saratoga..... | 138 | 6,391 | 1907 | Philadelphia, Pa..... | do..... | Do. |
| Havana..... | 138 | 6,391 | 1907 | do..... | do..... | Do. |
| Sonoma..... | 169 | 6,253 | 1900 | do..... | do..... | San Francisco, Cal. |
| Ventura..... | 168 | 6,253 | 1900 | do..... | do..... | Do. |
| Merida..... | 128 | 6,207 | 1906 | do..... | do..... | New York, N. Y. |
| Mexico..... | 128 | 6,207 | 1906 | do..... | do..... | Do. |
| Morro Castle..... | 124 | 6,004 | 1900 | do..... | do..... | Do. |
| Californian..... | 45 | 5,707 | 1900 | San Francisco, Cal.... | do..... | Do. |
| Panama..... | 95 | 5,667 | 1898 | Philadelphia, Pa..... | do..... | Do. |
| Colon..... | 92 | 5,667 | 1899 | do..... | do..... | Do. |
| Hawaiian..... | 45 | 5,597 | 1900 | Chester, Pa..... | do..... | Do. |
| Oregonian..... | 45 | 5,597 | 1901 | do..... | do..... | Do. |
| American..... | 47 | 5,591 | 1900 | do..... | do..... | Do. |
| Isthmian..... | 48 | 5,404 | 1908 | San Francisco, Cal.... | do..... | Do. |
| China..... | 203 | 5,060 | 1889 | Govan, Scotland..... | do..... | Do. |
| J. L. Luckenbach..... | 41 | 4,920 | 1886 | Glasgow, Scotland..... | do..... | Do. |
| Esperanza..... | 90 | 4,702 | 1901 | Philadelphia, Pa..... | do..... | Do. |
| Monterey..... | 90 | 4,702 | 1901 | do..... | do..... | Do. |
| Lyra..... | 29 | 4,417 | 1901 | Sparrows Point, Md.... | do..... | Do. |
| Nebraskan..... | 37 | 4,408 | 1902 | Camden, N. J..... | do..... | Do. |
| Vigilante..... | 70 | 4,115 | 1890 | Chester, Pa..... | do..... | Do. |
| Seguranga..... | 71 | 4,033 | 1890 | do..... | do..... | Do. |
| Alliance..... | 49 | 3,905 | 1886 | do..... | Iron..... | Do. |
| Calvin Austin..... | 68 | 3,820 | 1903 | Wilmington, Del..... | Steel..... | Bath, Me. |
| Governor Dingley..... | 74 | 3,820 | 1899 | Bath, Me..... | do..... | Do. |
| Pleades..... | 33 | 3,753 | 1900 | Sparrows Point, Md.... | do..... | Boston, Mass. |
| Excelsior..... | 48 | 3,542 | 1882 | Wilmington, Del..... | Iron..... | New York, N. Y. |
| Yucatan..... | 72 | 3,535 | 1890 | Chester, Pa..... | Steel..... | Seattle, Wash. |
| City of Para..... | 69 | 3,532 | 1878 | do..... | Iron..... | New York, N. Y. |
| Peru..... | 107 | 3,525 | 1892 | San Francisco, Cal.... | Steel..... | Do. |
| Aztec..... | 36 | 3,508 | 1894 | Newcastle, England.... | do..... | Do. |
| Victoria..... | 82 | 3,502 | 1870 | Dumbarton, Scotland.. | Iron..... | Seattle, Wash. |
| Northwestern..... | 80 | 3,490 | 1889 | Chester, Pa..... | Steel..... | Do. |
| Pennsylvania..... | 41 | 3,343 | 1873 | Philadelphia, Pa..... | Iron..... | New York, N. Y. |
| Chalmette..... | 48 | 3,205 | 1879 | do..... | do..... | Do. |
| Alameda..... | 52 | 3,158 | 1883 | do..... | do..... | Seattle, Wash. |
| Mariposa..... | 90 | 3,158 | 1883 | do..... | do..... | San Francisco, Cal. |
| Matanzas..... | 40 | 3,094 | 1883 | Belfast, Ireland..... | Steel..... | New York, N. Y. |
| Umatilla..... | 98 | 3,069 | 1881 | Chester, Pa..... | Iron..... | Do. |
| City of Sydney..... | 67 | 3,016 | 1875 | do..... | do..... | Do. |
| Caracas..... | 61 | 2,856 | 1889 | Philadelphia, Pa..... | do..... | Wilmington, Del. |
| Olympia..... | 59 | 2,837 | 1883 | Glasgow, Scotland..... | do..... | Seattle, Wash. |
| Newport..... | 60 | 2,735 | 1880 | Chester, Pa..... | do..... | New York, N. Y. |
| Seneca..... | 51 | 2,729 | 1884 | do..... | do..... | Do. |
| Queen..... | 80 | 2,727 | 1882 | Philadelphia, Pa..... | do..... | San Francisco, Cal. |
| City of Washington..... | 56 | 2,633 | 1877 | Chester, Pa..... | do..... | New York, N. Y. |
| Paraguay..... | 26 | 2,627 | 1900 | Lorain, Ohio..... | Steel..... | Philadelphia, Pa. |
| City of Puebla..... | 81 | 2,623 | 1881 | Philadelphia, Pa..... | Iron..... | New York, N. Y. |

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

| Name of vessel. | Crew. | Gross tonnage. | When built. | Where built. | Material. | Home port. |
|-------------------|-------|----------------|-------------|----------------------|-----------|----------------------|
| Advance | 55 | 2,604 | 1883 | Chester, Pa. | Iron | New York, N. Y. |
| Mackinaw | 32 | 2,578 | 1890 | West Bay City, Mich. | Steel | Portland, Me. |
| Acapulco | 65 | 2,572 | 1873 | Wilmington, Del. | Iron | New York, N. Y. |
| Seminole | 46 | 2,550 | 1880 | Philadelphia, Pa. | do. | Do. |
| Cherokee | 45 | 2,556 | 1880 | do. | do. | Do. |
| Governor Cobb | 91 | 2,522 | 1906 | Chester, Pa. | Steel | Bath, Me. |
| Philadelphia | 56 | 2,520 | 1885 | Philadelphia, Pa. | Iron | Wilmington, Del. |
| Seward | 32 | 2,471 | 1907 | Seattle, Wash. | Steel | Seattle, Wash. |
| Senator | 69 | 2,409 | 1898 | San Francisco, Cal. | do. | New York, N. Y. |
| Edith | 31 | 2,369 | 1882 | Sunderland, England | Iron | Seattle, Wash. |
| Meteor | 30 | 2,301 | 1901 | Toledo, Ohio | Steel | New York, N. Y. |
| Brunswick | 52 | 2,265 | 1877 | Chester, Pa. | Iron | Brunswick, Ga. |
| Northman | 24 | 2,210 | 1901 | Chicago, Ill. | Steel | Port Arthur, Tex. |
| Buracouta | 43 | 2,152 | 1883 | Glasgow, Scotland | do. | New York, N. Y. |
| Tampico | 27 | 2,133 | 1900 | Toledo, Ohio | do. | Do. |
| Admiral Dewey | 50 | 2,101 | 1898 | Philadelphia, Pa. | do. | Perth Amboy, N. J. |
| Admiral Farragut | 52 | 2,104 | 1898 | do. | do. | Do. |
| Admiral Schley | 53 | 2,104 | 1898 | do. | do. | Do. |
| San Jose | 58 | 2,080 | 1882 | Chester, Pa. | Iron | New York, N. Y. |
| San Juan | 62 | 2,076 | 1882 | do. | do. | Do. |
| Spokane | 65 | 2,036 | 1902 | San Francisco, Cal. | Steel | Do. |
| Leelanaw | 28 | 1,923 | 1886 | Newcastle, England | do. | Tacoma, Wash. |
| Cottage City | 60 | 1,885 | 1890 | Bath, Me. | Wood | New York, N. Y. |
| Riverside | 25 | 1,838 | 1908 | Seattle, Wash. | Steel | San Francisco, Cal. |
| Costa Rica | 38 | 1,783 | 1891 | Chester, Pa. | do. | New York, N. Y. |
| Maracibo | 38 | 1,771 | 1899 | Wilmington, Del. | do. | Wilmington, Del. |
| Minim | 50 | 1,741 | 1897 | Philadelphia, Pa. | do. | New Haven, Conn. |
| Zuha | 34 | 1,713 | 1901 | do. | do. | Wilmington, Del. |
| Olivette | 53 | 1,678 | 1887 | do. | Iron | New Haven, Conn. |
| Jefferson | 54 | 1,615 | 1904 | Tacoma, Wash. | Wood | Seattle, Wash. |
| Curaco | 47 | 1,503 | 1895 | Philadelphia, Pa. | Steel | New York, N. Y. |
| City of Panama | 40 | 1,490 | 1874 | Chester, Pa. | Iron | Do. |
| Portland | 52 | 1,420 | 1885 | Bath, Me. | Wood | Seattle, Wash. |
| City of Seattle | 60 | 1,411 | 1890 | Philadelphia, Pa. | Iron | New York, N. Y. |
| Al-Ki | 42 | 1,259 | 1884 | Bath, Me. | Wood | Seattle, Wash. |
| Clinton | 27 | 1,187 | 1863 | Wilmington, Del. | Iron | Jacksonville, Fla. |
| Iroquois | 24 | 1,169 | 1901 | Toledo, Ohio | Steel | Pt Townsend, Wash. |
| Hannah | 50 | 1,130 | 1898 | Unalaska, Alaska | Wood | St. Michael, Alaska. |
| Sarah | 32 | 1,130 | 1898 | do. | do. | Do. |
| Susie | 52 | 1,130 | 1898 | do. | do. | Do. |
| A. G. Lindsay | 21 | 1,085 | 1880 | Detroit, Mich. | do. | Pt Townsend, Wash. |
| Humboldt | 43 | 1,075 | 1890 | Fairhaven, Cal. | do. | Eureka, Cal. |
| Jeanie | 35 | 1,071 | 1883 | Bath, Me. | do. | Seattle, Wash. |
| Ramona | 24 | 1,061 | 1902 | Alameda, Cal. | do. | New York, N. Y. |
| Santa Ana | 25 | 1,059 | 1900 | Marshfield, Oreg. | do. | Seattle, Wash. |
| City of Topeka | 38 | 1,057 | 1884 | Chester, Pa. | Iron | New York, N. Y. |
| Chippewa | 20 | 906 | 1900 | Toledo, Ohio | Steel | Pt Townsend, Wash. |
| Will H. Isom | 36 | 983 | 1901 | Ballard, Wash. | Wood | St. Michael, Alaska. |
| Bertha | 32 | 926 | 1899 | Alameda, Cal. | do. | Seattle, Wash. |
| Ellhu Thomson | 29 | 896 | 1888 | Newcastle, England | Iron | Tacoma, Wash. |
| Mascotte | 37 | 884 | 1885 | Philadelphia, Pa. | do. | New Haven, Conn. |
| Julia B. | 21 | 835 | 1908 | Seattle, Wash. | Wood | St. Michael, Alaska. |
| Dolphin | 60 | 824 | 1892 | Wilmington, Del. | Steel | Seattle, Wash. |
| T. C. Power | 34 | 819 | 1898 | Unalaska, Alaska | Wood | St. Michael, Alaska. |
| John Cudahy | 32 | 819 | 1898 | do. | do. | Do. |
| Indianapolis | 28 | 765 | 1904 | Toledo, Ohio | Steel | Do. |
| J. P. Light | 30 | 718 | 1898 | Seattle, Wash. | Wood | Do. |
| D. R. Campbell | 27 | 718 | 1898 | do. | do. | Do. |
| F. K. Gustin | 36 | 718 | 1898 | do. | do. | Do. |
| Oil City | 33 | 718 | 1898 | do. | do. | Juneau, Alaska. |
| Pilgrim | 25 | 718 | 1898 | do. | do. | St. Michael, Alaska. |
| Robert Kerr | 34 | 718 | 1898 | do. | do. | Tacoma, Wash. |
| St. Michael | 29 | 718 | 1898 | do. | do. | St. Michael, Alaska. |
| Seattle | 30 | 718 | 1898 | do. | do. | Do. |
| Tacoma | 30 | 718 | 1898 | do. | do. | Do. |
| Victoria | 27 | 718 | 1898 | do. | do. | Do. |
| Louise | 21 | 717 | 1898 | Unalaska, Alaska | do. | Do. |
| Whatecom | 22 | 716 | 1901 | Everett, Wash. | Wood | Seattle, Wash. |
| Northland | 14 | 697 | 1903 | Seattle, Wash. | Steel | Ketchikan, Alaska. |
| Arnold | 28 | 692 | 1898 | Unalaska, Alaska | Wood | St. Michael, Alaska. |
| Linda | 23 | 692 | 1898 | do. | do. | Do. |
| Thrasher | 42 | 671 | 1883 | Bath, Me. | do. | San Francisco, Cal. |
| Leon | 25 | 638 | 1898 | San Francisco, Cal. | do. | St. Michael, Alaska. |
| Dirigo | 25 | 635 | 1898 | Hogusam, Wash. | do. | Seattle, Wash. |
| Chas. H. Hamilton | 32 | 595 | 1897 | St. Michael, Alaska | do. | St. Michael, Alaska. |
| Gypsum King | 20 | 581 | 1906 | Port Richmond, N. Y. | Steel | New York, N. Y. |
| R. W. Wilmol | 18 | 569 | 1898 | Cleveland, Ohio | do. | Pittsburg, Pa. |
| Seattle No. 3 | 26 | 548 | 1898 | Dutch Harbor, Alaska | Wood | St. Michael, Alaska. |
| Morning Star | 10 | 547 | 1900 | Essex, Mass. | do. | Seattle, Wash. |
| John C. Barr | 25 | 546 | 1898 | Unalaska, Alaska | Steel | St. Michael, Alaska. |
| Robert C. Clowry | 36 | 532 | 1910 | Tottenville, N. Y. | Wood | New York, N. Y. |

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

| Name of vessel. | Crew. | Gross tonnage. | When built | Where built | Material. | Home port. |
|--------------------------|-------|----------------|------------|---------------------------|-----------|----------------------|
| Narwhal..... | 40 | 523 | 1883 | San Francisco, Cal..... | Wood... | San Francisco, Cal |
| Margaret..... | 16 | 520 | 1897 | St. Michael, Alaska..... | do..... | St. Michael, Alaska. |
| Meida..... | 26 | 517 | 1880 | Philadelphia, Pa..... | do..... | Wilmington, Del. |
| Santa Cruz..... | 19 | 511 | 1898 | San Francisco, Cal..... | do..... | Seattle, Wash. |
| Beluga..... | 41 | 508 | 1882 | Bath, Me..... | do..... | San Francisco, Cal |
| Lavelle Young..... | 20 | 504 | 1898 | Portland, Oreg..... | do..... | St. Michael, Alaska. |
| Tanana..... | 28 | 495 | 1904 | St. Michael, Alaska..... | do..... | Eagle, Alaska. |
| Schwatka..... | 30 | 484 | 1898 | Port Blakeley, Wash..... | do..... | St. Michael, Alaska. |
| George E. Starr..... | 18 | 472 | 1879 | Seattle, Wash..... | do..... | Seattle, Wash. |
| Monarch..... | 19 | 463 | 1898 | Ballard, Wash..... | do..... | St. Michael, Alaska. |
| Horman..... | 25 | 456 | 1898 | Dutch Harbor, Alaska..... | do..... | Do. |
| John J. Healy..... | 30 | 450 | 1890 | St. Michael, Alaska..... | do..... | Do. |
| Corwin..... | 18 | 447 | 1876 | Portland, Oreg..... | do..... | Boston, Mass. |
| Bolvedere..... | 45 | 440 | 1880 | Bath, Me..... | do..... | New Bedford, Mass. |
| Utopia..... | 12 | 423 | 1893 | Seattle, Wash..... | do..... | Seattle, Wash |
| Chicago..... | 50 | 419 | 1908 | do..... | Steel... | Chicago, Ill. |
| Gohah..... | 15 | 414 | 1907 | Camden, N. J..... | do..... | Seattle, Wash |
| Horman..... | 14 | 410 | 1884 | Bath, Me..... | Wood... | San Francisco, Cal. |
| Klondyke..... | 10 | 406 | 1898 | Dutch Harbor, Alaska..... | do..... | St. Michael, Alaska. |
| Alice..... | 29 | 400 | 1895 | St. Michael, Alaska..... | do..... | Do. |
| Portus B. Weare..... | 28 | 400 | 1892 | do..... | do..... | Do. |
| Milwaukee..... | 18 | 396 | 1898 | Ballard, Wash..... | do..... | Do. |
| Marshfield..... | 15 | 388 | 1891 | Marshfield, Oreg..... | do..... | San Francisco, Cal. |
| Bowhead..... | 43 | 381 | 1871 | Christiana, Norway..... | do..... | New Bedford, Mass. |
| Bella..... | 23 | 370 | 1890 | St. Michael, Alaska..... | do..... | St. Michael, Alaska |
| Evelyn..... | 14 | 352 | 1908 | do..... | do..... | Do. |
| Quickstep..... | 18 | 343 | 1898 | Seattle, Wash..... | do..... | Nome, Alaska. |
| Waialeale..... | 25 | 342 | 1886 | Port Blakeley, Wash..... | do..... | San Francisco, Cal. |
| John H. Brunkerhoff..... | 12 | 334 | 1889 | Newburgh, N. Y..... | Steel... | New York, N. Y. |
| Bellingham..... | 21 | 333 | 1891 | Portland, Oreg..... | Wood... | Seattle, Wash. |
| Altona..... | 12 | 328 | 1899 | do..... | do..... | Port Angeles, Wash. |
| Samson..... | 12 | 328 | 1903 | West Seattle, Wash..... | do..... | Seattle, Wash. |
| Grant..... | 10 | 327 | 1871 | Wilmington, Del..... | Iron..... | Do. |
| Kauluk..... | 39 | 321 | 1884 | Berwick, Cal..... | Wood... | New Bedford, Mass. |
| Dora..... | 11 | 320 | 1880 | San Francisco, Cal..... | do..... | Seattle, Wash. |
| Tasco..... | 11 | 319 | 1907 | New London, Conn..... | do..... | New London, Conn. |
| Rosalie..... | 28 | 318 | 1893 | Alameda, Cal..... | do..... | Seattle, Wash. |
| Tyee..... | 13 | 314 | 1884 | Port Ludlow, Wash..... | do..... | Do. |
| Delta..... | 14 | 293 | 1905 | St. Michael, Alaska..... | do..... | St. Michael, Alaska. |
| Prudence..... | 12 | 292 | 1900 | Camden, N. J..... | Steel... | Philadelphia, Pa |
| Reliance..... | 22 | 291 | 1907 | St. Michael, Alaska..... | Wood... | St. Michael, Alaska. |
| Manhattan..... | 10 | 291 | 1906 | Philadelphia, Pa..... | Steel... | Portland, Me. |
| Zapota..... | 10 | 289 | 1905 | Tacoma, Wash..... | Wood... | Tacoma, Wash |
| Ferdita..... | 8 | 286 | 1903 | Seattle, Wash..... | do..... | Seattle, Wash. |
| San Juan..... | 34 | 284 | 1904 | do..... | do..... | Do. |
| Ida May..... | 20 | 278 | 1891 | Stockton, Cal..... | do..... | St. Michael, Alaska. |
| Tatoosh..... | 15 | 277 | 1900 | Seattle, Wash..... | Steel... | Seattle, Wash |
| Favorito..... | 10 | 260 | 1868 | Utsaladdy, Wash..... | Wood... | Do. |
| Kingfisher..... | 14 | 263 | 1902 | San Francisco, Cal..... | Steel... | Portland, Me. |
| Koyukuk..... | 15 | 260 | 1906 | St. Michael, Alaska..... | Wood... | St. Michael, Alaska. |
| Georgia..... | 15 | 255 | 1902 | Tacoma, Wash..... | do..... | Boston, Mass. |
| Concord..... | 13 | 248 | 1902 | Boston, Mass..... | do..... | Seattle, Wash. |
| Tacoma..... | 13 | 239 | 1876 | San Francisco, Cal..... | do..... | Eagle, Alaska. |
| Tana..... | 25 | 234 | 1905 | Seattle, Wash..... | do..... | New York, N. Y. |
| Bolvar..... | 6 | 234 | 1885 | Philadelphia, Pa..... | Iron..... | Do. |
| Viking..... | 11 | 234 | 1894 | Wilmington, Del..... | Wood... | Do. |
| New England..... | 35 | 230 | 1897 | Camden, N. J..... | Steel... | Portland, Me. |
| Taurus..... | 18 | 228 | 1885 | Philadelphia, Pa..... | do..... | New Orleans, La |
| Wallowa..... | 10 | 228 | 1899 | Portland, Oreg..... | Wood... | Pt. Townsend, Wash. |
| Wanderer..... | 12 | 212 | 1880 | Port Blakeley, Wash..... | do..... | Seattle, Wash |
| Welding Bros..... | 34 | 211 | 1909 | Tacoma, Wash..... | do..... | Tacoma, Wash |
| Toledo..... | 11 | 211 | 1904 | Fairhaven, Cal..... | do..... | Pt. Townsend, Wash. |
| Leroy..... | 7 | 209 | 1874 | Boston, Mass..... | do..... | Mobile, Ala. |
| Izabal..... | 5 | 203 | 1897 | San Francisco, Cal..... | Steel... | New York, N. Y. |
| Lydia Thompson..... | 11 | 202 | 1893 | Port Angeles, Wash..... | Wood... | Seattle, Wash. |
| Colonia..... | 10 | 200 | 1902 | Brooklyn, N. Y..... | do..... | New York, N. Y. |
| E. T. Chamberlain..... | 9 | 194 | 1873 | Buffalo, N. Y..... | Iron..... | Mobile, Ala. |
| White Seal..... | 16 | 193 | 1905 | Fairbanks, Alaska..... | Wood... | Eagle, Alaska. |
| William Coley..... | 9 | 189 | 1893 | Tottenville, N. Y..... | do..... | New York, N. Y. |
| Rapid Transit..... | 12 | 192 | 1891 | Hadlock, Wash..... | do..... | Seattle, Wash. |
| Neptune..... | 8 | 187 | 1897 | Ballard, Wash..... | do..... | Do. |
| Hunter..... | 8 | 186 | 1883 | Cocos Bay, Oreg..... | do..... | Pt. Townsend, Wash. |
| Richard Holyoke..... | 10 | 181 | 1877 | Seabeck, Wash..... | do..... | Do. |
| Shelkof..... | 9 | 173 | 1900 | Alameda, Cal..... | do..... | Seattle, Wash. |
| Chilkat..... | 11 | 172 | 1901 | San Francisco, Cal..... | do..... | San Francisco, Cal. |
| Fearless..... | 13 | 167 | 1899 | do..... | Steel... | Do. |
| Transport..... | 6 | 164 | 1899 | Olympia, Wash..... | Wood... | Seattle, Wash. |
| Isabelle..... | 12 | 162 | 1902 | St. Michael, Alaska..... | do..... | St. Michael, Alaska. |
| Cristobal..... | 7 | 161 | 1905 | Tottenville, N. Y..... | do..... | New York, N. Y. |
| Pioneer..... | 10 | 160 | 1878 | Philadelphia, Pa..... | Iron..... | Seattle, Wash. |

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

| Name of vessel | Crew. | Gross tonnage. | When built | Where built. | Material. | Home port |
|----------------------------|-------|----------------|------------|--------------------------|------------|----------------------|
| Elsie..... | 14 | 159 | 1889 | San Francisco, Cal..... | Wood..... | Portland, Oreg. |
| Three Friends..... | 9 | 157 | 1895 | Jacksonville, Fla..... | do..... | Jacksonville, Fla. |
| Tyonic..... | 8 | 156 | 1901 | San Francisco, Cal..... | do..... | Juneau, Alaska. |
| Albion..... | 7 | 155 | 1898 | Coupeville, Wash..... | do..... | Pt. Townsend, Wash. |
| C. S. C. Co. Beta..... | 2 | 151 | 1896 | Elizabeth, N. J..... | Steel..... | New York, N. Y. |
| Oakland..... | 16 | 146 | 1905 | Marshfield, Oreg..... | Wood..... | Seattle, Wash. |
| Delta..... | 2 | 145 | 1896 | Elizabeth, N. J..... | Steel..... | New York, N. Y. |
| Gamma..... | 2 | 145 | 1896 | do..... | do..... | Do. |
| Pepercot..... | 9 | 142 | 1907 | South Portland, Me..... | Wood..... | Bath, Me. |
| Bender Brothers..... | 8 | 141 | 1889 | San Francisco, Cal..... | do..... | Seattle, Wash. |
| Mary D. Hume..... | 9 | 140 | 1881 | Ellensburg, Oreg..... | do..... | Pt. Townsend, Wash. |
| L. N. Dant/lei..... | 6 | 139 | 1890 | Seranton, Miss..... | do..... | Gulfport, Miss. |
| Bahada..... | 3 | 132 | 1902 | Seattle, Wash..... | Steel..... | San Diego, Cal. |
| C. S. C. Co. Alpha..... | 2 | 132 | 1895 | Cleveland, Ohio..... | do..... | New York, N. Y. |
| Wyadda..... | 7 | 132 | 1902 | Seattle, Wash..... | do..... | Seattle, Wash. |
| Monterey..... | 8 | 126 | 1887 | Benicia, Cal..... | Wood..... | San Francisco, Cal. |
| Wilbur Clummit..... | 17 | 124 | 1898 | Coupeville, Wash..... | do..... | Eagle, Alaska. |
| Gussio Brown..... | 11 | 119 | 1898 | San Francisco, Cal..... | do..... | Nome, Alaska. |
| Higgins..... | 13 | 119 | 1903 | Seranton, Miss..... | do..... | Port Arthur, Tex. |
| P. J. Abler..... | 8 | 116 | 1900 | Seattle, Wash..... | do..... | Nome, Alaska. |
| Tillicum..... | 7 | 116 | 1901 | Ballard, Wash..... | do..... | Seattle, Wash. |
| Luella..... | 6 | 115 | 1898 | Stockton, Cal..... | do..... | Eagle, Alaska. |
| Kayak..... | 9 | 115 | 1901 | Alameda, Cal..... | do..... | San Francisco, Cal. |
| Mongah..... | 12 | 112 | 1883 | Camden, N. J..... | Iron..... | Pittsburg, Pa. |
| Edrie..... | 12 | 111 | 1907 | Decatur, Wash..... | Wood..... | Seattle, Wash. |
| Prosper..... | 7 | 111 | 1898 | Port Townsend, Wash..... | do..... | Do. |
| Charles Levi Woodbury..... | 6 | 105 | 1888 | Essex, Mass..... | do..... | Do. |
| San Diego..... | 4 | 105 | 1887 | San Francisco, Cal..... | do..... | Los Angeles, Cal. |
| Colon..... | 9 | 104 | 1891 | Wilmington, Del..... | do..... | New York, N. Y. |
| Olympic..... | 9 | 102 | 1900 | Ballard, Wash..... | do..... | Pt. Townsend, Wash. |
| Dusty Diamond..... | 15 | 101 | 1898 | St. Michael, Alaska..... | do..... | Eagle, Alaska. |
| Comet..... | 18 | 100 | 1901 | Seattle, Wash..... | do..... | Seattle, Wash. |
| Florence S..... | 5 | 100 | 1898 | St. Michael, Alaska..... | Steel..... | Pt. Townsend, Wash. |
| Biscayne..... | 12 | 99 | 1881 | Wilmington, Del..... | Iron..... | Jacksonville, Fla. |
| John L. Inglis..... | 10 | 98 | 1903 | Seranton, Miss..... | Wood..... | New York, N. Y. |
| Martha Clow..... | 13 | 98 | 1898 | Stockton, Cal..... | do..... | St. Michael, Alaska. |
| Portland..... | 5 | 94 | 1902 | South Portland, Me..... | do..... | Portland, Me. |
| Katy..... | 7 | 93 | 1868 | San Francisco, Cal..... | do..... | Seattle, Wash. |
| Albert N. Hughes..... | 8 | 92 | 1887 | Philadelphia, Pa..... | Iron..... | Galveston, Tex. |
| Mary C..... | 8 | 92 | 1903 | Decatur, Wash..... | Wood..... | Pt. Townsend, Wash. |
| St. Vallier..... | 10 | 92 | 1899 | Needles, Cal..... | Steel..... | Nogales, Ariz. |
| Carrier Dove..... | 4 | 92 | 1884 | Essex, Mass..... | Wood..... | Seattle, Wash. |
| Resolute..... | 9 | 91 | 1887 | Mill No. 4, Oreg..... | do..... | Pt. Townsend, Wash. |
| Tonquin..... | 8 | 91 | 1887 | Astoria, Oreg..... | do..... | Seattle, Wash. |
| Doctor Lykes..... | 5 | 89 | 1899 | Tampa, Fla..... | do..... | Key West, Fla. |
| Pierre Simpson..... | 6 | 88 | 1891 | Millford, Del..... | do..... | Galveston, Tex. |
| Confianza..... | 4 | 88 | 1888 | Benicia, Cal..... | do..... | San Francisco, Cal. |
| J. E. Boyden..... | 8 | 87 | 1888 | Seattle, Wash..... | do..... | Seattle, Wash. |
| Defiance..... | 4 | 85 | 1897 | Tacoma, Wash..... | do..... | Do. |
| Callender..... | 5 | 84 | 1900 | Portland, Oreg..... | do..... | Pt. Townsend, Wash. |
| Anna Barton..... | 5 | 82 | 1902 | Astoria, Oreg..... | do..... | Portland, Oreg. |
| Mocking Bird..... | 2 | 82 | 1898 | Tacoma, Wash..... | do..... | Tacoma, Wash. |
| Irene..... | 6 | 81 | 1902 | do..... | do..... | Pt. Townsend, Wash. |
| La Crosse..... | 11 | 81 | 1892 | New Orleans, La..... | do..... | Newark, N. J. |
| Guarina..... | 10 | 80 | 1901 | Brooklyn, N. Y..... | do..... | New York, N. Y. |
| J. M. Colman..... | 7 | 79 | 1887 | Seattle, Wash..... | do..... | Seattle, Wash. |
| Augusta..... | 9 | 78 | 1888 | Oreanta, Oreg..... | do..... | Do. |
| Equator..... | 8 | 76 | 1888 | Benicia, Cal..... | do..... | Do. |
| Pearl..... | 5 | 75 | 1884 | Seattle, Wash..... | do..... | Do. |
| Ragnhild..... | 6 | 73 | 1900 | Ballard, Wash..... | do..... | Wrangell, Alaska. |
| Vigilant..... | 5 | 70 | 1907 | Tacoma, Wash..... | do..... | Ketchikan, Alaska. |
| Wesley A. Gove..... | 6 | 70 | 1884 | Boston, Mass..... | do..... | Calais, Me. |
| Columbia..... | 3 | 69 | 1907 | Northport, Wash..... | do..... | Pt. Townsend, Wash. |
| St. Joseph..... | 9 | 69 | 1898 | St. Michael, Alaska..... | Wood..... | St. Michael, Alaska. |
| Meteor..... | 9 | 68 | 1900 | San Francisco, Cal..... | do..... | Do. |
| Magic..... | 5 | 67 | 1893 | Port Blakely, Wash..... | do..... | Seattle, Wash. |
| May D..... | 3 | 66 | 1898 | San Francisco, Cal..... | do..... | St. Michael, Alaska. |
| Argo..... | 6 | 65 | 1906 | Port Blakely, Wash..... | do..... | Seattle, Wash. |
| Catherine M..... | 8 | 65 | 1902 | Whatcom, Wash..... | do..... | Wrangell, Alaska. |
| Iris..... | 9 | 65 | 1881 | Camden, N. J..... | Iron..... | New York, N. Y. |
| Angie B. Watson..... | 4 | 65 | 1902 | East Boothbay, Me..... | Wood..... | Portland, Me. |
| Eastport..... | 3 | 64 | 1901 | Dennysville, Me..... | do..... | Lubec, Me. |
| Dolphin..... | 5 | 62 | 1900 | Seattle, Wash..... | Steel..... | Seattle, Wash. |
| Elk No. 1..... | 6 | 61 | 1898 | Port Townsend, Wash..... | Wood..... | Pt. Townsend, Wash. |
| Catharine..... | 7 | 60 | 1876 | Philadelphia, Pa..... | Iron..... | Jacksonville, Fla. |
| Yellow Jacket..... | 8 | 60 | 1900 | Seattle, Wash..... | Wood..... | Pt. Townsend, Wash. |
| Royal..... | 5 | 59 | 1891 | Benicia, Cal..... | do..... | San Francisco, Cal. |
| Mountaineer..... | 4 | 57 | 1883 | Chinook, Wash..... | do..... | Pt. Townsend, Wash. |
| Active..... | 6 | 57 | 1899 | Tacoma, Wash..... | do..... | Seattle, Wash. |

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

| Name of vessel. | Crew. | Gross tonnage. | When built | Where built. | Material | Home port. |
|------------------------|-------|----------------|------------|-----------------------------|------------|----------------------|
| Victoria..... | 3 | 55 | 1897 | St. Michael, Alaska..... | Wood..... | St. Michael, Alaska. |
| Alice..... | 4 | 55 | 1897 | Tacoma, Wash..... | do..... | Wrangell, Alaska. |
| Chehais..... | 4 | 55 | 1890 | Cosmopolis, Wash..... | do..... | Pt. Townsend, Wash. |
| Ahrnklim..... | 2 | 52 | 1910 | Seattle, Wash..... | do..... | Seattle, Wash. |
| Aretic..... | 4 | 52 | 1890 | Alameda, Cal..... | do..... | San Francisco, Cal. |
| Santa Fe..... | 1 | 51 | 1888 | Coronado, Cal..... | do..... | San Diego, Cal. |
| Cornelia Cook..... | 7 | 51 | 1900 | Portland, Oreg..... | do..... | Seattle, Wash. |
| La Gloria..... | 5 | 50 | 1906 | Jacksonville, Fla..... | do..... | Newark, N. J. |
| Lubeo..... | 3 | 50 | 1891 | Portland, Me..... | do..... | Lubeo, Me. |
| Adella B..... | 6 | 49 | 1900 | Eustis, Fla..... | do..... | New York, N. Y. |
| Kingfisher..... | 2 | 49 | 1908 | Quincy, Mass..... | do..... | Machias, Me. |
| Dolphin..... | 3 | 47 | 1896 | Brooklyn, N. Y..... | do..... | Lubeo, Me. |
| Duxbury..... | 8 | 47 | 1896 | Benicla, Cal..... | do..... | Seattle, Wash. |
| Oiga..... | 8 | 46 | 1890 | do..... | do..... | San Francisco, Cal. |
| Chloepok No. 3..... | 2 | 45 | 1890 | Ballard, Wash..... | do..... | Tyee, Alaska. |
| Research..... | 9 | 45 | 1898 | Liverpool, England..... | Steel..... | St. Michael, Alaska. |
| George T..... | 7 | 42 | 1899 | Tacoma, Wash..... | Wood..... | Seattle, Wash. |
| Prospector..... | 4 | 41 | 1898 | Seattle, Wash..... | do..... | Wrangell, Alaska. |
| Alexander Agassiz..... | 2 | 41 | 1907 | San Diego, Cal..... | do..... | San Diego, Cal. |
| Mary Sachs..... | 6 | 41 | 1898 | Benicla, Cal..... | do..... | Nome, Alaska. |
| Kingfisher..... | 2 | 40 | 1909 | Seattle, Wash..... | do..... | Seattle, Wash. |
| Ella M. Burns..... | 2 | 40 | 1902 | East Boothbay, Me..... | do..... | Portland Me. |
| Wigwam..... | 10 | 40 | 1895 | San Francisco, Cal..... | do..... | San Francisco, Cal. |
| Klondike..... | 5 | 40 | 1896 | Tuckerton, Pa..... | do..... | Key West, Fla. |
| Annie M. Nixon..... | 5 | 40 | 1894 | Tacoma, Wash..... | do..... | Pt. Townsend, Wash. |
| Sophia Johnson..... | 6 | 40 | 1901 | Port Angeles, Wash..... | do..... | Seattle, Wash. |
| Alice..... | 6 | 39 | 1892 | Alameda, Cal..... | do..... | Do. |
| Helen Johnston..... | 5 | 39 | 1909 | Tacoma, Wash..... | do..... | Do. |
| Wilhelmina..... | 6 | 39 | 1872 | Pascagoula, Miss..... | do..... | New York, N. Y. |
| Herald..... | 3 | 37 | 1888 | Aberdeen, Wash..... | do..... | Portland, Oreg. |
| Nellie M. Gazzam..... | 3 | 37 | 1899 | Philadelphia, Pa..... | Steel..... | Philadelphia, Pa. |
| Wm. H. Jenks..... | 7 | 37 | 1897 | Brooklyn, N. Y..... | Wood..... | New York, N. Y. |
| Marian..... | 5 | 37 | 1907 | Tacoma, Wash..... | do..... | Seattle, Wash. |
| America..... | 11 | 37 | 1910 | Seattle, Wash..... | do..... | Do. |
| A. R. Robinson..... | 4 | 36 | 1890 | Brooklyn, Wash..... | do..... | Do. |
| Leota..... | 4 | 36 | 1898 | Alameda, Cal..... | do..... | St. Michael, Alaska. |
| Intrepid..... | 4 | 35 | 1900 | Port Jefferson, N. Y..... | do..... | New York, N. Y. |
| Sawyer..... | 2 | 34 | 1895 | Millbridge, Me..... | do..... | Machias, Me. |
| Ruth A..... | 3 | 34 | 1900 | High Mangroves, Fla..... | do..... | Key West, Fla. |
| Lumberman..... | 4 | 34 | 1899 | Seattle, Wash..... | do..... | Seattle, Wash. |
| H. B. Jones..... | 4 | 33 | 1910 | do..... | do..... | Do. |
| Northland..... | 11 | 33 | 1904 | Ballard, Wash..... | do..... | Do. |
| Pup..... | 5 | 33 | 1905 | do..... | do..... | St. Michael, Alaska. |
| C. and R. Tarbox..... | 3 | 31 | 1855 | Westport, Me..... | do..... | Eastport, Me. |
| Katahoun..... | 5 | 31 | 1903 | Tacoma, Wash..... | do..... | Tacoma, Wash. |
| A. T. Haynes..... | 1 | 31 | 1899 | Tremont, Me..... | do..... | Lubeo, Me. |
| Fannie Hayden..... | 5 | 31 | 1883 | Bucksport, Me..... | do..... | Portland, Me. |
| Baldy..... | 10 | 30 | 1907 | Richardson, Wash..... | do..... | Pt. Townsend, Wash. |
| Selma..... | 2 | 29 | 1893 | Victoria, B. C..... | do..... | Seattle, Wash. |
| Kate..... | 3 | 29 | 1874 | Vallejo, Cal..... | do..... | San Diego, Cal. |
| Beaver..... | 5 | 29 | 1892 | Ballard, Wash..... | do..... | Seattle, Wash. |
| Bostonia..... | 5 | 29 | 1901 | South Boston, Mass..... | Steel..... | New York, N. Y. |
| Mary C. Byrne..... | 5 | 28 | 1902 | Stockton, Ala..... | Wood..... | Mobile, Ala. |
| Flower..... | 2 | 28 | 1909 | Tacoma, Wash..... | do..... | Pt. Townsend, Wash. |
| Petrol..... | 4 | 27 | 1899 | New Whatcom, Wash..... | do..... | Seattle, Wash. |
| Curlew..... | 2 | 26 | 1885 | Millbridge, Me..... | do..... | Machias, Me. |
| Aurum..... | 3 | 26 | 1904 | Golovin, Alaska..... | do..... | Nome, Alaska. |
| Pacific..... | 3 | 25 | 1905 | Coppermount, Alaska..... | do..... | Juneau, Alaska. |
| J. B. Camors..... | 8 | 25 | 1904 | New Orleans, La..... | do..... | Mobile, Ala. |
| Mario G. Heaven..... | 3 | 25 | 1883 | Astoria, Oreg..... | do..... | Ketchikan, Alaska. |
| Bollnas..... | 2 | 23 | 1901 | San Francisco, Cal..... | do..... | Los Angeles, Cal. |
| Bismarck..... | 1 | 21 | 1903 | Seattle, Wash..... | do..... | Pt. Townsend, Wash. |
| Lake Worth..... | 4 | 21 | 1887 | Jacksonville, Fla..... | do..... | Key West, Fla. |
| Chinook..... | 3 | 21 | 1889 | Astoria, Oreg..... | do..... | Seattle, Wash. |
| Leal..... | 2 | 20 | 1905 | Long Island City, N. Y..... | do..... | New York, N. Y. |
| Favorite..... | 5 | 20 | 1881 | Chinook, Wash..... | do..... | Pt. Townsend, Wash. |
| Volga..... | 2 | 19 | 1888 | Astoria, Oreg..... | do..... | Do. |
| Cordova..... | 3 | 18 | 1904 | Klitquani, Alaska..... | do..... | Ketchikan, Alaska. |
| Tempest..... | 2 | 18 | 1903 | Croton, N. Y..... | do..... | New York, N. Y. |
| Valiant..... | 6 | 18 | 1910 | Seattle, Wash..... | do..... | Seattle, Wash. |
| Esperanza..... | 5 | 17 | 1903 | New Orleans, La..... | do..... | New York, N. Y. |
| Gertrude..... | 2 | 17 | 1898 | New Whatcom, Wash..... | do..... | Seattle, Wash. |
| Seguranza..... | 5 | 17 | 1903 | New Orleans, La..... | do..... | New York, N. Y. |
| Mary B..... | 6 | 17 | 1910 | Seattle, Wash..... | do..... | Seattle, Wash. |
| Fisher Boy..... | 2 | 16 | 1910 | Dockton, Wash..... | do..... | Pt. Townsend, Wash. |
| Petrel..... | 1 | 16 | 1908 | Astoria, Oreg..... | do..... | Do. |
| Abbie..... | 2 | 15 | 1904 | Roque Bluffs, Me..... | do..... | Eastport, Me. |
| Bessie..... | 2 | 15 | 1907 | Bellingham, Wash..... | do..... | Pt. Townsend, Wash. |
| Lillian..... | 1 | 15 | 1904 | Roque Bluffs, Me..... | do..... | Eastport, Me. |
| Eurus..... | 1 | 15 | 1902 | Hoquiam, Wash..... | do..... | Ketchikan, Alaska. |

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

| Name of vessel | Crew. | Gross tonnage | When built | Where built | Material. | Home port. |
|-------------------|-------|---------------|------------|-----------------------|-----------|----------------------|
| Hattie B. | 2 | 15 | 1894 | San Francisco, Cal. | Wood | Nome, Alaska. |
| Trader | 3 | 15 | 1908 | Seattle, Wash. | do. | Seattle, Wash. |
| Nymph | 3 | 15 | 1906 | Key West, Fla. | do. | Key West, Fla. |
| Pride of Alaska | 1 | 15 | 1910 | Oakland, Cal. | do. | San Francisco, Cal. |
| Triumph | 1 | 15 | 1910 | do. | do. | Do. |
| Augusta C. | 3 | 14 | 1903 | Nome, Alaska | do. | Nome, Alaska. |
| Fortuna | 1 | 14 | 1906 | San Diego, Cal. | do. | San Diego, Cal. |
| Creel | 0 | 14 | 1906 | Decatur, Wash. | do. | Pt. Townsend, Wash. |
| Eagle | 1 | 14 | 1900 | Warrenton, Oreg. | do. | Do. |
| Talco | 2 | 14 | 1903 | Ballard, Wash. | do. | Seattle, Wash. |
| Yankee Doodle | 1 | 14 | 1903 | Seattle, Wash. | do. | Pt. Townsend, Wash. |
| Carita | 3 | 14 | 1895 | Port Angeles, Wash. | do. | Ketchikan, Alaska. |
| Companion | 1 | 14 | 1905 | Astoria, Oreg. | do. | Pt. Townsend, Wash. |
| Lorons | 1 | 14 | 1902 | do. | do. | Do. |
| Ben Hur | 1 | 14 | 1902 | do. | do. | Do. |
| McKinley | 1 | 14 | 1904 | Terminal Island, Cal. | do. | San Diego, Cal. |
| Nellie M. Stanley | 2 | 14 | 1903 | Dennysville, Me. | do. | Lubec, Me. |
| Nimrod | 2 | 14 | 1903 | Chukanut, Wash. | do. | Pt. Townsend, Wash. |
| Nokomis | 2 | 14 | 1905 | East Machias, Me. | do. | Lubec, Me. |
| Wolverine | 1 | 14 | 1900 | Grand Rapids, Mich. | do. | Pt. Townsend, Wash. |
| Nautilus | 1 | 14 | 1908 | Port Townsend, Wash. | do. | Do. |
| Kea | 3 | 14 | 1906 | Terminal Island, Cal. | do. | Los Angeles, Cal. |
| Nokomis | 1 | 14 | 1908 | Shaw Island, Wash. | do. | Pt. Townsend, Wash. |
| Rene | 1 | 14 | 1899 | Seattle, Wash. | do. | Do. |
| Teddy Bear | 3 | 14 | 1908 | do. | do. | Do. |
| City of Anacortes | 1 | 14 | 1900 | Decatur, Wash. | do. | Do. |
| Governor | 0 | 14 | 1909 | Tacoma, Wash. | do. | Do. |
| Hermosa | 1 | 14 | 1901 | Olympia, Wash. | do. | Do. |
| Novice | 2 | 14 | 1898 | Anacortes, Wash. | do. | Do. |
| Nightingale | 1 | 14 | 1907 | Dockton, Wash. | do. | Seattle, Wash. |
| Ailee | 1 | 14 | 1907 | Ballard, Wash. | do. | Pt. Townsend, Wash. |
| Bessie L. | 2 | 14 | 1905 | Lubec, Me. | do. | Eastport, Me. |
| Sea Wolf | 3 | 14 | 1909 | Seattle, Wash. | do. | Nome, Alaska. |
| Elsie Allen | 2 | 14 | 1909 | Tacoma, Wash. | do. | Seattle, Wash. |
| Hyacinth | 2 | 14 | 1910 | Wilmington, Cal. | do. | San Diego, Cal. |
| Success | 2 | 14 | 1906 | Tacoma, Wash. | do. | Seattle, Wash. |
| Taku | 1 | 14 | 1907 | Ballard, Wash. | do. | Do. |
| Winthrop | 4 | 14 | 1903 | St Michael, Alaska | do. | St Michael, Alaska. |
| Virginia | 2 | 14 | 1907 | Blinchard, Wash. | do. | Pt. Townsend, Wash. |
| Beaver | 4 | 13 | 1904 | Anacortes, Wash. | do. | Do. |
| Rose | 1 | 13 | 1902 | San Pedro, Cal. | do. | Los Angeles, Cal. |
| Dixie | 1 | 13 | 1906 | Bellingham, Wash. | do. | Pt. Townsend, Wash. |
| Caprice | 1 | 13 | 1905 | Decatur, Wash. | do. | Do. |
| Hazel | 3 | 13 | 1905 | Nome, Alaska | do. | Nome, Alaska. |
| Comrade | 1 | 13 | 1900 | Astoria, Oreg. | do. | Port Angeles, Wash. |
| La Paloma | 1 | 13 | 1908 | Seattle, Wash. | do. | Seattle, Wash. |
| North Star | 1 | 13 | 1908 | Poulsbo, Wash. | do. | Do. |
| Nordby | 1 | 13 | 1903 | Tacoma, Wash. | do. | Do. |
| Verona | 1 | 13 | 1908 | Mount Vernon, Wash. | do. | Pt. Townsend, Wash. |
| Bertha | 2 | 13 | 1910 | Seattle, Wash. | do. | Seattle, Wash. |
| Dan | 2 | 13 | 1910 | do. | do. | Tacoma, Wash. |
| Imperial | 1 | 13 | 1909 | San Diego, Cal. | do. | San Diego, Cal. |
| Onward | 1 | 13 | 1907 | Ketchikan, Alaska | do. | Ketchikan, Alaska. |
| Walf | 1 | 12 | 1909 | Seattle, Wash. | do. | Seattle, Wash. |
| Zarembo | 1 | 12 | 1901 | Ballard, Wash. | do. | Do. |
| Teddy | 1 | 12 | 1904 | Ketchikan, Alaska | do. | Ketchikan, Alaska. |
| Ella | 1 | 12 | 1903 | Whitcom, Wash. | do. | Pt. Townsend, Wash. |
| Pioneer | 1 | 12 | 1906 | Tacoma, Wash. | do. | Seattle, Wash. |
| Emily | 3 | 11 | 1907 | St Michael, Alaska | do. | St Michael, Alaska. |
| Wave | 1 | 11 | 1907 | Decatur, Wash. | do. | Pt. Townsend, Wash. |
| Concordia | 1 | 11 | 1907 | do. | do. | Do. |
| Herbert | 1 | 11 | 1906 | Anvik, Alaska | do. | St. Michael, Alaska. |
| Harvey E. | 1 | 11 | 1904 | Bellingham, Wash. | do. | Pt. Townsend, Wash. |
| Mayflower | 1 | 11 | 1889 | Sunshine, Wash. | do. | Do. |
| Baltic | 1 | 11 | 1901 | San Francisco, Cal. | do. | Los Angeles, Cal. |
| Fox | 1 | 11 | 1907 | Bellingham, Wash. | do. | Pt. Townsend, Wash. |
| Mocking Bird | 1 | 11 | 1902 | Whitcom, Wash. | do. | Do. |
| Tom | 1 | 11 | 1897 | Fairhaven, Wash. | do. | Do. |
| Wm. W. Clark | 2 | 11 | 1904 | Jonesport, Me. | do. | Machias, Me. |
| Hope | 1 | 11 | 1905 | Cincinnati, Ohio | do. | Grand Haven, Mich. |
| Harry | 2 | 10 | 1899 | West Seattle, Wash. | do. | Pt. Townsend, Wash. |
| Cruiser | 1 | 10 | 1907 | Fir, Wash. | do. | Seattle, Wash. |
| Alpha | 1 | 10 | 1897 | Seattle, Wash. | do. | Do. |
| Dolphin | 1 | 10 | 1894 | Santa Barbara, Cal. | do. | San Diego, Cal. |
| Hercules | 2 | 10 | 1900 | Needles, Cal. | do. | Los Angeles, Cal. |
| Spray | 1 | 10 | 1904 | Sulzer, Alaska | do. | Ketchikan, Alaska. |
| Skate | 1 | 10 | 1907 | Ballard, Wash. | do. | Seattle, Wash. |
| Union Flag | 1 | 10 | 1905 | Alameda, Cal. | do. | San Francisco, Cal. |
| Elsie A. Bridges | 1 | 10 | 1894 | Friendship, Me. | do. | Machias, Me. |
| Red Wing | 1 | 10 | 1909 | Ketchikan, Alaska | do. | Ketchikan, Alaska. |

REGISTERED STEAM VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

| Name of vessel. | Crew. | Gross tonnage. | When built. | Where built. | Material. | Home port. |
|-------------------|-------|----------------|-------------|---------------------------|-----------|---------------------|
| Wave Crest..... | 2 | 10 | 1877 | Bath, Me..... | Wood... | Calais, Me. |
| Yankee Boy..... | 1 | 10 | 1909 | Terminal Island, Cal..... | do..... | Los Angeles, Cal |
| Dawn..... | 1 | 9 | 1904 | Ballard, Wash..... | do..... | Pt. Townsend, Wash. |
| May..... | 1 | 9 | 1895 | Astoria, Oreg..... | do..... | Do |
| Cheechaco..... | 3 | 9 | 1902 | Nome, Alaska..... | do..... | Nome, Alaska |
| Newton..... | 3 | 9 | | Fish River, Ala..... | do..... | Mobile, Ala |
| Nomad..... | 1 | 9 | 1902 | Anacortes, Wash..... | do..... | Pt. Townsend, Wash. |
| Panther..... | 1 | 9 | 1904 | Astoria, Oreg..... | do..... | Seattle, Wash. |
| Northwest..... | 1 | 9 | 1907 | Anacortes, Wash..... | do..... | Pt. Townsend, Wash. |
| Lillian..... | 1 | 9 | 1907 | Ballard, Wash..... | do..... | Seattle, Wash. |
| Nautilus..... | 1 | 9 | 1909 | Anacortes, Wash..... | do..... | Pt. Townsend, Wash. |
| White Cap..... | 1 | 8 | 1908 | Bellingham, Wash..... | do..... | Do. |
| New York..... | 2 | 8 | 1904 | Nome, Alaska..... | do..... | Nome, Alaska |
| Saxman..... | 1 | 8 | 1908 | Ketchikan, Alaska..... | do..... | Ketchikan, Alaska. |
| Dauntless..... | 1 | 8 | 1902 | Whitcom, Wash..... | do..... | Pt. Townsend, Wash. |
| Louise..... | 3 | 8 | 1901 | Nome, Alaska..... | do..... | Nome, Alaska. |
| Marie..... | 2 | 8 | 1902 | do..... | do..... | Do. |
| Star..... | 1 | 8 | 1906 | Seattle, Wash..... | do..... | Seattle, Wash. |
| Sadie..... | 1 | 8 | 1905 | St. Michael, Alaska..... | do..... | St. Michael, Alaska |
| Spider..... | 0 | 8 | 1908 | Anacortes, Wash..... | do..... | Pt. Townsend, Wash. |
| Little Ray..... | 1 | 8 | 1900 | Friendship, Me..... | do..... | Machias, Me |
| Luella..... | 1 | 8 | 1904 | Nome, Alaska..... | do..... | Nome, Alaska |
| Ruth..... | 2 | 8 | 1909 | San Diego, Cal..... | do..... | San Diego, Cal |
| Samson..... | 1 | 8 | 1910 | Wilmington, Cal..... | do..... | Los Angeles, Cal. |
| St. Anthony..... | 1 | 7 | 1908 | Seattle, Wash..... | do..... | Ketchikan, Alaska. |
| Minnie..... | 1 | 7 | 1906 | Metlakatla, Alaska..... | do..... | Do. |
| Edna..... | 3 | 7 | 1903 | Teller, Alaska..... | do..... | Nome, Alaska. |
| Jupiter..... | 1 | 7 | 1887 | Yonkers, N. Y..... | do..... | New Haven, Conn. |
| Alaska Rover..... | 1 | 6 | 1898 | New Whitcom, Wash..... | do..... | Pt. Townsend, Wash. |
| 497 vessels..... | | 550,977 | | | | |

APPENDIX K.

SQUARE-RIGGED AMERICAN VESSELS.

The steady decline in the square-rigged ships of the world (except in France, where they are paid high subsidies) has been noted from time to time in the reports of the Bureau. The following is the inventory of the square-rigged sail vessels of the United States as returned by collectors of customs on June 30, 1910. The list is printed at this time chiefly for future historical reference.

NUMBER AND GROSS TONNAGE OF SQUARE-RIGGED VESSELS OF THE UNITED STATES
BY RIG AND MATERIAL OF WHICH BUILT, JUNE 30, 1910.

| | American built | | Foreign built. | | Total | |
|---------------------------------------|----------------|-------------------|----------------|--------------------|----------------|--------------------|
| | <i>Number.</i> | <i>Gross tons</i> | <i>Number.</i> | <i>Gross tons.</i> | <i>Number.</i> | <i>Gross tons.</i> |
| Ships: | | | | | | |
| Steel..... | 7 | 22,543 | 5 | 11,213 | 12 | 33,756 |
| Iron..... | | | 5 | 8,784 | 5 | 8,784 |
| Wood..... | 29 | 52,447 | | | 29 | 52,447 |
| Total..... | 36 | 74,990 | 10 | 19,997 | 46 | 94,987 |
| Barks: | | | | | | |
| Steel..... | 1 | 1,570 | 4 | 6,257 | 5 | 7,827 |
| Iron..... | | | 9 | 10,405 | 9 | 10,405 |
| Wood..... | 53 | 48,433 | | | 53 | 48,433 |
| Total..... | 54 | 50,003 | 13 | 16,662 | 67 | 66,665 |
| Barkentines: | | | | | | |
| Steel..... | | | 1 | 1,085 | 1 | 1,085 |
| Iron..... | | | 2 | 1,958 | 2 | 1,958 |
| Wood..... | 50 | 42,428 | | | 50 | 42,428 |
| Total..... | 50 | 42,428 | 3 | 3,043 | 53 | 45,471 |
| Brigs and brigantines: Wood... | 11 | 3,819 | | | 11 | 3,819 |
| Total according to material: | | | | | | |
| Steel..... | 8 | 24,113 | 10 | 18,555 | 18 | 42,668 |
| Iron..... | | | 16 | 21,147 | 16 | 21,147 |
| Wood..... | 149 | 147,127 | | | 149 | 147,127 |
| Total..... | 157 | 171,240 | 26 | 39,702 | 183 | 210,942 |
| Total according to rigs: | | | | | | |
| Ships..... | 36 | 74,990 | 10 | 19,997 | 46 | 94,987 |
| Barks..... | 54 | 50,003 | 13 | 16,662 | 67 | 66,665 |
| Barkentines..... | 50 | 42,428 | 3 | 3,043 | 53 | 45,471 |
| Brigs and brigantines..... | 11 | 3,819 | | | 11 | 3,819 |
| Total..... | 157 | 171,240 | 26 | 39,702 | 183 | 210,942 |
| Total—1900..... | 171 | 188,884 | 26 | 39,706 | 197 | 228,590 |
| 1908..... | 191 | 211,720 | 29 | 45,095 | 220 | 256,815 |
| 1907..... | 214 | 239,751 | 29 | 45,095 | 243 | 284,846 |
| 1906..... | 215 | 275,205 | 31 | 47,083 | 276 | 322,288 |

The following table gives a summary according to year of American build, from which can be formed an approximate idea of the durability of the fleet:

NUMBER, GROSS TONNAGE, AND RIG OF SQUARE-RIGGED VESSELS BUILT IN THE UNITED STATES, 1840-1910. ^a

| Calendar year built. | Ships | | Barks | | Barkentines. | | Brigs and brigantines | | Total. | |
|----------------------|-------|--------|-------|--------|--------------|--------|-----------------------|--------|--------|---------|
| | No. | Gross. | No. | Gross. | No. | Gross. | No. | Gross. | No. | Gross. |
| 1840-1849..... | | | 2 | 527 | | | | | 2 | 527 |
| 1850-1859..... | 1 | 1,198 | 3 | 670 | 1 | 345 | | | 5 | 2,213 |
| 1860..... | | | 1 | 1,248 | | | 1 | 344 | 2 | 1,692 |
| 1867..... | | | 1 | 303 | | | | | 1 | 303 |
| 1868..... | | | 3 | 2,674 | 1 | 515 | | | 4 | 3,189 |
| 1869..... | 1 | 1,798 | | | 1 | 412 | | | 2 | 2,210 |
| 1870..... | | | | | 1 | 397 | | | 1 | 397 |
| 1871..... | | | 2 | 1,596 | | | | | 2 | 1,596 |
| 1872..... | | | | | | | 1 | 439 | 1 | 439 |
| 1873..... | | | 1 | 1,136 | 1 | 586 | | | 2 | 2,022 |
| 1874..... | 2 | 3,581 | 3 | 2,781 | | | | | 5 | 6,362 |
| 1875..... | 2 | 3,094 | 2 | 2,626 | 1 | 1,286 | | | 5 | 7,006 |
| 1876..... | 2 | 3,022 | 3 | 1,856 | 1 | 986 | | | 6 | 5,864 |
| 1877..... | 1 | 6,890 | 8 | 8,103 | | | 1 | 690 | 13 | 15,583 |
| 1878..... | 1 | 1,534 | 6 | 5,254 | | | 1 | 252 | 8 | 7,040 |
| 1879..... | 1 | 1,374 | 4 | 4,419 | 1 | 605 | | | 6 | 6,398 |
| 1880..... | | | 2 | 2,260 | 1 | 470 | | | 3 | 2,730 |
| 1881..... | 3 | 5,510 | | | 3 | 1,562 | 1 | 348 | 7 | 7,420 |
| 1882..... | | | 2 | 1,885 | 6 | 3,308 | | | 14 | 16,382 |
| 1883..... | 3 | 5,846 | 1 | 932 | 2 | 1,062 | | | 6 | 7,840 |
| 1884..... | | | 1 | 1,837 | 1 | 638 | | | 2 | 2,475 |
| 1885..... | | | 1 | 835 | | | | | 1 | 835 |
| 1886..... | | | | | 2 | 1,038 | | | 2 | 1,038 |
| 1887..... | | | 1 | 448 | 1 | 601 | 1 | 358 | 3 | 1,410 |
| 1888..... | | | 1 | 690 | | | | | 1 | 690 |
| 1889..... | | | 1 | 1,028 | 3 | 1,759 | | | 4 | 2,787 |
| 1890..... | 2 | 5,288 | 2 | 1,883 | 5 | 4,080 | 1 | 156 | 10 | 11,407 |
| 1891..... | | | 1 | 1,673 | 3 | 1,938 | 1 | 354 | 5 | 3,965 |
| 1892..... | | | 1 | 1,469 | 3 | 2,159 | 1 | 495 | 5 | 4,123 |
| 1893..... | 1 | 2,123 | | | | | 1 | 290 | 2 | 2,413 |
| 1894..... | 1 | 3,004 | | | | | | | 1 | 3,004 |
| 1896..... | | | | | 1 | 707 | | | 1 | 707 |
| 1897..... | | | | | 1 | 651 | | | 1 | 651 |
| 1898..... | 1 | 2,998 | | | | | | | 1 | 2,998 |
| 1899..... | 1 | 3,206 | 1 | 1,570 | 1 | 674 | | | 3 | 5,450 |
| 1900..... | | | | | 1 | 1,187 | | | 1 | 1,187 |
| 1901..... | 3 | 9,954 | | | 7 | 7,699 | | | 10 | 17,653 |
| 1902..... | 1 | 3,381 | | | 7 | 7,760 | | | 8 | 11,141 |
| 1910..... | | | | | | | 1 | 193 | 1 | 193 |
| Total..... | 36 | 71,990 | 54 | 50,003 | 56 | 42,428 | 11 | 3,819 | 157 | 171,240 |

^a None built in 1895 or from 1902 to 1910.

On the two pages following is a list of vessels included in the tabulation, the total crews being 2,755, steel vessels being printed in small capitals and iron vessels in italics. Those marked with an asterisk were built abroad. More than half of this foreign-built tonnage admitted to American registry is composed of Hawaiian vessels, which came under the flag upon the annexation of Hawaii.

SQUARE-RIGGED VESSELS OF THE UNITED STATES ON JUNE 30, 1910.

SHIPS.

| Name | Crew. | Tonnage | Year built. | Name | Crew. | Tonnage. | Year built. |
|--------------------------------------|-------|---------|-------------|------------------------------------|-------|----------|-------------|
| Shenandoah..... | 33 | 3,406 | 1890 | St. Nicholas..... | 10 | 1,798 | 1860 |
| ATLAS..... | 32 | 3,381 | 1902 | Tacoma..... | 17 | 1,738 | 1881 |
| WILLIAM P. FINE..... | 31 | 3,371 | 1901 | Marion Chilcott ¹ | 16 | 1,737 | 1882 |
| ASTRAL..... | 33 | 3,292 | 1901 | STAR OF ALASKA ² | 18 | 1,716 | 1886 |
| ACME..... | 34 | 3,288 | 1901 | Governor Robie..... | 15 | 1,712 | 1883 |
| EDWARD SEWALL..... | 26 | 3,206 | 1899 | Oriental..... | 16 | 1,688 | 1874 |
| DIBIGO..... | 28 | 3,004 | 1884 | Sintram..... | 17 | 1,656 | 1877 |
| ERSKINE M. PHELPS..... | 22 | 2,998 | 1898 | Jabez Hawes..... | 20 | 1,648 | 1877 |
| JOHN ENA ³ | 24 | 2,842 | 1892 | Star of France ⁴ | 17 | 1,644 | 1877 |
| STAR OF SCOTLAND ⁵ | 21 | 2,293 | 1887 | Berlin..... | 17 | 1,634 | 1882 |
| MANGA KEVA ⁶ | 25 | 2,214 | 1891 | Bohemia..... | 16 | 1,633 | 1875 |
| Alex. Gibson..... | 18 | 2,194 | 1877 | Star of Italy ⁷ | 16 | 1,613 | 1877 |
| Benj. F. Packard..... | 15 | 2,156 | 1883 | Henry Villard..... | 13 | 1,552 | 1882 |
| STAR OF GREENLAND ⁸ | 21 | 2,148 | 1892 | Santa Clara..... | 17 | 1,535 | 1876 |
| W. F. Babcock..... | 20 | 2,130 | 1882 | Standard..... | 16 | 1,534 | 1878 |
| Aryan..... | 28 | 2,123 | 1893 | Indiana..... | 15 | 1,487 | 1876 |
| Charles E. Moody..... | 20 | 2,003 | 1882 | Elwell..... | 15 | 1,461 | 1875 |
| Star of Russia ⁹ | 19 | 1,981 | 1874 | Llewellyn J. Morse..... | 16 | 1,392 | 1877 |
| William H. Smith..... | 19 | 1,978 | 1883 | McLaurin..... | 15 | 1,374 | 1879 |
| Abner Coburn..... | 21 | 1,972 | 1882 | Jacob A. Stamler..... | 9 | 1,198 | 1856 |
| Reuce..... | 17 | 1,921 | 1881 | | | | |
| St. Frances..... | 17 | 1,898 | 1882 | American built (36 ves- | 701 | 74,990 | |
| St. Paul..... | 14 | 1,893 | 1874 | sels)..... | 193 | 19,997 | |
| S. D. Carleton..... | 19 | 1,882 | 1890 | Foreign built (10 vessels). | | | |
| A. J. Fuller..... | 11 | 1,848 | 1881 | | | | |
| Falls of Clyde ¹⁰ | 16 | 1,800 | 1878 | Total (10 vessels)... | 894 | 94,987 | |

BARKS.

| | | | | | | | |
|------------------------------------|----|-------|------|---------------------------------|-------|--------|------|
| STAR OF HOLLAND ¹ | 19 | 2,131 | 1885 | Carrie Winslow..... | 8 | 943 | 1880 |
| STAR OF ICELAND ² | 17 | 1,981 | 1890 | Onaway..... | 12 | 932 | 1883 |
| Star of England ³ | 17 | 1,943 | 1893 | C. D. Bryant..... | 13 | 929 | 1878 |
| George Curtis..... | 17 | 1,837 | 1884 | Edward May..... | 13 | 928 | 1874 |
| James Nesmith..... | 15 | 1,735 | 1877 | Andrew Welch ⁴ | 13 | 903 | 1888 |
| Pactols..... | 17 | 1,673 | 1881 | Haydn Brown..... | 11 | 864 | 1876 |
| Levi C. Burgess..... | 18 | 1,616 | 1877 | Alden Besso..... | 15 | 842 | 1871 |
| Paramita..... | 15 | 1,582 | 1879 | W. B. Flint..... | 13 | 835 | 1885 |
| Guy C. Goss..... | 20 | 1,572 | 1879 | Harvester..... | 16 | 754 | 1871 |
| STAR OF FINLAND..... | 17 | 1,570 | 1899 | Charles G. Rice..... | 29 | 697 | 1879 |
| Isaac Reed..... | 15 | 1,541 | 1875 | Tillie Baker..... | 7 | 654 | 1876 |
| Hecla..... | 15 | 1,529 | 1877 | Hesper..... | 14 | 695 | 1882 |
| Olympic..... | 15 | 1,469 | 1892 | S. C. Allen..... | 13 | 690 | 1888 |
| Girard C. Tobey..... | 10 | 1,459 | 1878 | Albert..... | 13 | 682 | 1890 |
| Louisiana..... | 14 | 1,436 | 1873 | Agate..... | 8 | 626 | 1868 |
| B. P. Cheney..... | 14 | 1,322 | 1874 | Will W. Case..... | 12 | 582 | 1877 |
| Star of India ⁵ | 16 | 1,318 | 1863 | Boylston..... | 10 | 568 | 1879 |
| Emily F. Whitney..... | 13 | 1,317 | 1880 | Ferris S. Thompson..... | 9 | 531 | 1874 |
| Kato Davenport..... | 12 | 1,248 | 1860 | Silicon..... | 9 | 448 | 1887 |
| Normandy..... | 13 | 1,208 | 1877 | John and Winthrop (W.)..... | 35 | 338 | 1876 |
| St. Katherine..... | 13 | 1,201 | 1890 | Charles W. Morgan (W.)..... | 38 | 313 | 1841 |
| Benj. F. Hunt, jr..... | 17 | 1,190 | 1882 | Wanderer..... (W.)..... | 37 | 303 | 1878 |
| Penobscot..... ⁶ | 14 | 1,133 | 1878 | Andrew Hicks..... (W.)..... | 36 | 303 | 1867 |
| Charles B. Kenney..... | 14 | 1,128 | 1878 | Alice Knowles..... (W.)..... | 34 | 302 | 1878 |
| E. C. Mowatt ⁷ | 13 | 1,123 | 1868 | Gay Head..... (W.)..... | 31 | 295 | 1877 |
| R. P. Rother ⁸ | 13 | 1,097 | 1892 | Sunbeam..... | 22 | 255 | 1856 |
| J. D. Peters..... | 15 | 1,085 | 1875 | Morning Star..... (W.)..... | 31 | 238 | 1853 |
| Sonoma..... | 13 | 1,063 | 1868 | Platina..... (W.)..... | 32 | 214 | 1847 |
| Annie Johnson ⁹ | 13 | 1,049 | 1872 | Bertha..... (W.)..... | 27 | 177 | 1877 |
| FOOLING SUEY ¹⁰ | 14 | 1,018 | 1888 | Grey Hound..... (W.)..... | 22 | 177 | 1851 |
| Nuuanu ¹¹ | 15 | 1,029 | 1882 | | | | |
| Matanzas..... | 11 | 1,028 | 1889 | American built (54 ves- | 929 | 50,003 | |
| Star of Peru..... | 12 | 1,027 | 1863 | sels)..... | 178 | 10,002 | |
| Diamond Head ¹² | 4 | 1,012 | 1866 | Foreign built (13 vessels). | | | |
| Star of Chile ¹³ | 12 | 1,001 | 1868 | | | | |
| Amy Turner..... | 10 | 991 | 1877 | Total (67 vessels)... | 1,107 | 66,065 | |
| Electra..... | 12 | 985 | 1868 | | | | |

(W.)=whaling vessel.

SQUARE-RIGGED VESSELS OF THE UNITED STATES ON JUNE 30, 1910—Continued.

BARKENTINES.

| Name. | Crew. | Tonnage. | Year built. | Name. | Crew. | Tonnage. | Year built. |
|------------------------|-------|----------|-------------|------------------------------|-------|----------|-------------|
| Fullerton..... | 17 | 1,554 | 1902 | Encore..... | 5 | 651 | 1897 |
| Centennial..... | 8 | 1,286 | 1875 | Allanwilde..... | 10 | 638 | 1884 |
| James Tuft..... | 13 | 1,274 | 1901 | Bruce Hawkins..... | 7 | 614 | 1889 |
| Aurora..... | 13 | 1,211 | 1901 | Mary Barry..... | 7 | 608 | 1882 |
| John Palmer..... | 12 | 1,187 | 1900 | J. M. Griffith..... | 9 | 606 | 1882 |
| Amazon..... | 11 | 1,167 | 1902 | Stephen G. Hart..... | 8 | 605 | 1876 |
| James Johnson..... | 12 | 1,149 | 1901 | S. G. Wilder..... | 11 | 604 | 1887 |
| Amaranth..... | 12 | 1,109 | 1901 | John Smith..... | 9 | 588 | 1882 |
| HAWAII..... | 12 | 1,085 | 1900 | Newsboy..... | 10 | 588 | 1882 |
| Koko Head..... | 13 | 1,084 | 1902 | Kingdom..... | 8 | 586 | 1873 |
| Puako..... | 13 | 1,084 | 1902 | Retriever..... | 9 | 547 | 1881 |
| Lahaina..... | 12 | 1,067 | 1901 | Planter..... | 11 | 524 | 1886 |
| Coronado..... | 13 | 1,058 | 1874 | Mary Winkelman..... | 10 | 522 | 1881 |
| Thos. P. Emigh..... | 12 | 1,040 | 1902 | Northwest..... | 8 | 515 | 1868 |
| Georgina..... | 11 | 998 | 1901 | S. N. Castle..... | 11 | 514 | 1886 |
| Antioch..... | 8 | 986 | 1876 | Arago..... | 9 | 498 | 1891 |
| Jane L. Stanford..... | 12 | 970 | 1892 | Klobit..... | 9 | 493 | 1881 |
| John C. Meyer..... | 12 | 932 | 1902 | Gardiner City..... | 9 | 475 | 1889 |
| John S. Emory..... | 10 | 919 | 1890 | Wrestler..... | 9 | 470 | 1880 |
| Archer..... | 10 | 900 | 1876 | Daisy Head..... | 8 | 468 | 1882 |
| Makaweli..... | 13 | 899 | 1902 | J. B. Rabel..... | 7 | 460 | 1882 |
| Kohala..... | 12 | 891 | 1901 | Gleaner..... | 9 | 413 | 1892 |
| Charles F. Cocker..... | 12 | 855 | 1890 | Hancock..... | 7 | 412 | 1869 |
| Kremlin..... | 9 | 786 | 1890 | Amelia..... | 11 | 397 | 1870 |
| Herbert Fuller..... | 9 | 781 | 1890 | City of Papeete..... | 29 | 389 | 1883 |
| Mannie Swan..... | 8 | 776 | 1892 | Fremont..... | 8 | 345 | 1850 |
| Mabel I. Meyers..... | 10 | 750 | 1891 | | | | |
| Ethel V. Boynton..... | 8 | 739 | 1890 | American built (56 ves- | | | |
| Echo..... | 9 | 707 | 1896 | sels)..... | 578 | 42,428 | |
| Chabalis..... | 9 | 690 | 1891 | Foreign built (3 vessels)... | 35 | 3,043 | |
| Benicia..... | 9 | 674 | 1890 | | | | |
| Rachel Emery..... | 10 | 673 | 1883 | Total (59 vessels)... | 613 | 45,471 | |
| Irmgard..... | 11 | 670 | 1889 | | | | |

BRIGS AND BRIGANTINES

| | | | | | | | |
|-----------------------|----|-----|------|-------------------------|-----|-------|------|
| Motley..... | 7 | 590 | 1877 | Harriet G..... | 7 | 252 | 1878 |
| Geneva..... | 9 | 495 | 1892 | Viola..... (W)... | 24 | 193 | 1910 |
| Daisy..... (W)... | 13 | 439 | 1872 | Pilcairn..... | 8 | 156 | 1890 |
| Lurline..... | 7 | 358 | 1887 | | | | |
| Galilee..... | 7 | 354 | 1891 | American built (11 ves- | | | |
| William G. Irwin..... | 8 | 318 | 1881 | sels)..... | 141 | 3,819 | |
| Sullivan..... (W)... | 20 | 344 | 1896 | | | | |
| Jeanette..... (W)... | 31 | 293 | 1893 | Total (11 vessels)... | 141 | 3,819 | |

(W)=whaling vessel.

APPENDIX L.

DISTANCES BETWEEN IMPORTANT SEAPORTS.

The following table shows the distances between the important seaports of the United States and the principal seaports of the rest of the world. The distances are computed in nautical miles by the most direct navigable routes:

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM ATLANTIC PORTS IN THE UNITED STATES TO FOREIGN PORTS.

[French Hydrographic Office.]

| | Port-land. | Boston | New York. | Phila-delphia | Balti-more | New-Port News | Charles-ton. | Savan-nah. | Key West. | Apalachicola. | Pensa-cola. | Mobile. | Shieldsboro | New Orleans. | Sabine | Galveston. | Mouth of Rio Grande. |
|-------------------------------------|------------|--------|-----------|---------------|------------|---------------|--------------|------------|-----------|---------------|-------------|---------|-------------|--------------|--------|------------|----------------------|
| <i>Baltic Sea.</i> | | | | | | | | | | | | | | | | | |
| Denmark: Copenhagen..... | 3,300 | 3,342 | 3,531 | 3,684 | 3,845 | 3,678 | 4,017 | 4,087 | 4,490 | 4,890 | 4,978 | 5,015 | 5,038 | 5,062 | 5,203 | 5,239 | 5,321 |
| Germany: Hamburg..... | 3,411 | 3,453 | 3,642 | 3,795 | 3,956 | 3,789 | 4,128 | 4,198 | 4,601 | 5,001 | 5,089 | 5,126 | 5,149 | 5,173 | 5,314 | 5,350 | 5,432 |
| Sweden and Norway: Christiania..... | 3,234 | 3,276 | 3,465 | 3,618 | 3,779 | 3,612 | 3,951 | 4,021 | 4,424 | 4,824 | 4,912 | 4,949 | 4,972 | 4,996 | 5,137 | 5,173 | 5,255 |
| Gothenburg..... | 3,188 | 3,230 | 3,419 | 3,573 | 3,733 | 3,566 | 3,905 | 3,975 | 4,378 | 4,778 | 4,866 | 4,903 | 4,926 | 4,950 | 5,091 | 5,127 | 5,209 |
| Malmö..... | 3,308 | 3,350 | 3,539 | 3,692 | 3,853 | 3,686 | 4,025 | 4,095 | 4,498 | 4,898 | 4,986 | 5,023 | 5,046 | 5,070 | 5,211 | 5,247 | 5,329 |
| Christianstad..... | 3,450 | 3,492 | 3,681 | 3,834 | 3,995 | 3,828 | 4,167 | 4,237 | 4,640 | 5,040 | 5,128 | 5,165 | 5,188 | 5,212 | 5,353 | 5,389 | 5,471 |
| <i>Germany:</i> | | | | | | | | | | | | | | | | | |
| Kiel..... | 3,301 | 3,433 | 3,622 | 3,775 | 3,936 | 3,769 | 4,108 | 4,178 | 4,581 | 4,981 | 5,069 | 5,106 | 5,129 | 5,153 | 5,294 | 5,330 | 5,412 |
| Lübeck..... | 3,439 | 3,481 | 3,670 | 3,823 | 3,984 | 3,817 | 4,156 | 4,226 | 4,629 | 5,029 | 5,117 | 5,154 | 5,177 | 5,201 | 5,342 | 5,378 | 5,460 |
| Rostock..... | 3,401 | 3,443 | 3,632 | 3,785 | 3,946 | 3,779 | 4,118 | 4,188 | 4,591 | 4,991 | 5,079 | 5,116 | 5,139 | 5,163 | 5,304 | 5,340 | 5,422 |
| Stralund..... | 3,471 | 3,513 | 3,702 | 3,855 | 4,016 | 3,849 | 4,188 | 4,258 | 4,661 | 5,061 | 5,149 | 5,186 | 5,209 | 5,233 | 5,374 | 5,410 | 5,492 |
| Münster..... | 3,625 | 3,667 | 3,856 | 4,009 | 4,170 | 4,003 | 4,342 | 4,412 | 4,815 | 5,215 | 5,303 | 5,340 | 5,363 | 5,387 | 5,528 | 5,564 | 5,646 |
| <i>Russia:</i> | | | | | | | | | | | | | | | | | |
| Liban..... | 3,631 | 3,673 | 3,862 | 4,015 | 4,176 | 4,009 | 4,348 | 4,418 | 4,821 | 5,221 | 5,309 | 5,346 | 5,369 | 5,393 | 5,534 | 5,570 | 5,652 |
| Riga..... | 3,777 | 3,819 | 4,008 | 4,161 | 4,322 | 4,155 | 4,494 | 4,564 | 4,967 | 5,367 | 5,455 | 5,492 | 5,515 | 5,539 | 5,680 | 5,716 | 5,798 |
| St. Petersburg..... | 4,035 | 4,077 | 4,266 | 4,419 | 4,580 | 4,413 | 4,752 | 4,822 | 5,225 | 5,625 | 5,713 | 5,750 | 5,773 | 5,797 | 5,938 | 5,974 | 6,056 |
| Helsingfors..... | 3,880 | 3,922 | 4,111 | 4,264 | 4,425 | 4,258 | 4,597 | 4,667 | 5,070 | 5,470 | 5,558 | 5,595 | 5,618 | 5,642 | 5,783 | 5,819 | 5,901 |
| <i>Sweden:</i> | | | | | | | | | | | | | | | | | |
| Stockholm..... | 3,737 | 3,779 | 3,968 | 4,121 | 4,282 | 4,115 | 4,454 | 4,524 | 4,927 | 5,327 | 5,415 | 5,452 | 5,475 | 5,499 | 5,640 | 5,676 | 5,758 |
| <i>White Sea.</i> | | | | | | | | | | | | | | | | | |
| Russia: Archangel..... | 4,059 | 4,101 | 4,290 | 4,443 | 4,604 | 4,437 | 4,772 | 4,847 | 5,278 | 5,676 | 5,762 | 5,799 | 5,824 | 5,842 | 5,989 | 6,025 | 6,107 |
| <i>North Sea.</i> | | | | | | | | | | | | | | | | | |
| Norway: Hammerfest..... | 3,474 | 3,516 | 3,705 | 3,858 | 4,019 | 3,852 | 4,187 | 4,262 | 4,678 | 5,076 | 5,162 | 5,199 | 5,224 | 5,242 | 5,389 | 5,425 | 5,517 |
| Drontheim..... | 3,216 | 3,258 | 3,447 | 3,600 | 3,761 | 3,594 | 3,929 | 4,004 | 4,420 | 4,818 | 4,904 | 4,941 | 4,966 | 4,984 | 5,131 | 5,267 | 5,366 |

| | | | | | | | | | | | | | | | | | |
|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Scotland: | 2,799 | 2,841 | 3,030 | 3,133 | 3,244 | 3,177 | 3,512 | 3,387 | 4,003 | 4,401 | 4,489 | 4,526 | 4,549 | 4,573 | 4,714 | 4,730 | 4,832 |
| Aberdeen..... | 2,863 | 2,905 | 3,094 | 3,247 | 3,403 | 3,241 | 3,576 | 3,651 | 4,067 | 4,469 | 4,577 | 4,590 | 4,613 | 4,637 | 4,778 | 4,818 | 4,922 |
| Dundee..... | 2,887 | 2,929 | 3,118 | 3,271 | 3,432 | 3,265 | 3,600 | 3,675 | 4,091 | 4,485 | 4,577 | 4,614 | 4,637 | 4,661 | 4,802 | 4,843 | 4,947 |
| Leith..... | | | | | | | | | | | | | | | | | |
| England: | | | | | | | | | | | | | | | | | |
| Newcastle..... | 3,024 | 3,065 | 3,255 | 3,408 | 3,569 | 3,402 | 3,737 | 3,812 | 4,128 | 4,526 | 4,614 | 4,651 | 4,674 | 4,698 | 4,839 | 4,875 | 4,987 |
| Hull..... | 3,032 | 3,075 | 3,263 | 3,416 | 3,577 | 3,410 | 3,745 | 3,820 | 4,136 | 4,534 | 4,622 | 4,659 | 4,682 | 4,706 | 4,847 | 4,883 | 4,995 |
| London..... | 3,044 | 3,086 | 3,275 | 3,428 | 3,589 | 3,422 | 3,757 | 3,832 | 4,148 | 4,546 | 4,634 | 4,671 | 4,694 | 4,718 | 4,859 | 4,895 | 5,007 |
| Stockton..... | 3,052 | 3,094 | 3,283 | 3,436 | 3,597 | 3,430 | 3,765 | 3,840 | 4,156 | 4,554 | 4,642 | 4,679 | 4,702 | 4,726 | 4,867 | 4,903 | 5,015 |
| Cardiff..... | 3,060 | 3,102 | 3,291 | 3,444 | 3,605 | 3,438 | 3,773 | 3,848 | 4,164 | 4,562 | 4,650 | 4,687 | 4,710 | 4,734 | 4,875 | 4,911 | 5,023 |
| Bristol..... | 3,068 | 3,110 | 3,299 | 3,452 | 3,613 | 3,446 | 3,781 | 3,856 | 4,172 | 4,570 | 4,658 | 4,695 | 4,718 | 4,742 | 4,883 | 4,919 | 5,031 |
| London..... | 3,076 | 3,118 | 3,307 | 3,460 | 3,621 | 3,454 | 3,789 | 3,864 | 4,180 | 4,578 | 4,666 | 4,703 | 4,726 | 4,750 | 4,891 | 4,927 | 5,039 |
| Chatham..... | 3,084 | 3,126 | 3,315 | 3,468 | 3,629 | 3,462 | 3,797 | 3,872 | 4,188 | 4,586 | 4,674 | 4,711 | 4,734 | 4,758 | 4,899 | 4,935 | 5,047 |
| Norway: | | | | | | | | | | | | | | | | | |
| Bergen..... | 2,944 | 2,986 | 3,175 | 3,328 | 3,492 | 3,325 | 3,668 | 3,743 | 4,165 | 4,563 | 4,651 | 4,688 | 4,711 | 4,735 | 4,876 | 4,912 | 5,024 |
| Germany: | | | | | | | | | | | | | | | | | |
| Cuxhaven..... | 3,172 | 3,214 | 3,403 | 3,556 | 3,717 | 3,550 | 3,898 | 3,973 | 4,376 | 4,774 | 4,862 | 4,899 | 4,922 | 4,946 | 5,087 | 5,123 | 5,235 |
| Hamburg..... | 3,224 | 3,266 | 3,455 | 3,608 | 3,769 | 3,602 | 3,950 | 4,025 | 4,428 | 4,826 | 4,914 | 4,951 | 4,974 | 5,008 | 5,149 | 5,185 | 5,297 |
| Bremerhaven..... | 3,276 | 3,318 | 3,507 | 3,660 | 3,821 | 3,654 | 3,998 | 4,073 | 4,476 | 4,874 | 4,962 | 4,999 | 5,022 | 5,056 | 5,197 | 5,233 | 5,345 |
| Bremen..... | 3,328 | 3,370 | 3,559 | 3,712 | 3,873 | 3,706 | 4,048 | 4,123 | 4,526 | 4,924 | 5,012 | 5,049 | 5,072 | 5,106 | 5,247 | 5,283 | 5,395 |
| Holland: | | | | | | | | | | | | | | | | | |
| Amsterdam..... | 3,124 | 3,166 | 3,355 | 3,508 | 3,669 | 3,502 | 3,844 | 3,919 | 4,312 | 4,710 | 4,798 | 4,835 | 4,858 | 4,892 | 5,033 | 5,069 | 5,181 |
| Rotterdam..... | 3,176 | 3,218 | 3,407 | 3,560 | 3,721 | 3,554 | 3,896 | 3,971 | 4,364 | 4,762 | 4,850 | 4,887 | 4,910 | 4,944 | 5,085 | 5,121 | 5,233 |
| Belgium: | | | | | | | | | | | | | | | | | |
| Antwerp..... | 3,094 | 3,136 | 3,325 | 3,478 | 3,639 | 3,472 | 3,812 | 3,887 | 4,280 | 4,678 | 4,766 | 4,803 | 4,826 | 4,860 | 4,999 | 5,035 | 5,147 |
| Ostend..... | 3,046 | 3,088 | 3,277 | 3,430 | 3,591 | 3,424 | 3,764 | 3,839 | 4,232 | 4,630 | 4,718 | 4,755 | 4,778 | 4,812 | 4,951 | 4,987 | 5,099 |
| France: | | | | | | | | | | | | | | | | | |
| Calais..... | 2,975 | 3,017 | 3,206 | 3,359 | 3,520 | 3,353 | 3,694 | 3,769 | 4,144 | 4,542 | 4,630 | 4,667 | 4,690 | 4,724 | 4,865 | 4,901 | 5,013 |
| Boulogne..... | 2,983 | 3,025 | 3,214 | 3,367 | 3,528 | 3,361 | 3,702 | 3,777 | 4,128 | 4,526 | 4,614 | 4,651 | 4,674 | 4,708 | 4,849 | 4,885 | 4,997 |
| Havre..... | 2,991 | 3,033 | 3,222 | 3,375 | 3,536 | 3,369 | 3,710 | 3,785 | 4,136 | 4,534 | 4,622 | 4,659 | 4,682 | 4,716 | 4,857 | 4,893 | 5,005 |
| Rouen..... | 2,999 | 3,041 | 3,230 | 3,383 | 3,544 | 3,377 | 3,718 | 3,793 | 4,144 | 4,542 | 4,630 | 4,667 | 4,690 | 4,724 | 4,865 | 4,901 | 5,013 |
| Cherbourg..... | 2,983 | 3,025 | 3,214 | 3,367 | 3,528 | 3,361 | 3,702 | 3,777 | 4,128 | 4,526 | 4,614 | 4,651 | 4,674 | 4,708 | 4,849 | 4,885 | 4,997 |
| England: | | | | | | | | | | | | | | | | | |
| Dover..... | 2,980 | 3,022 | 3,211 | 3,364 | 3,525 | 3,358 | 3,699 | 3,774 | 4,129 | 4,527 | 4,615 | 4,652 | 4,675 | 4,709 | 4,850 | 4,886 | 4,998 |
| Plymouth..... | 2,988 | 3,030 | 3,219 | 3,372 | 3,533 | 3,366 | 3,707 | 3,782 | 4,133 | 4,531 | 4,619 | 4,656 | 4,679 | 4,713 | 4,854 | 4,890 | 5,002 |
| Portsmouth..... | 2,972 | 3,014 | 3,203 | 3,356 | 3,517 | 3,350 | 3,691 | 3,766 | 4,121 | 4,519 | 4,607 | 4,644 | 4,667 | 4,701 | 4,842 | 4,878 | 4,990 |
| Woolwich..... | 2,980 | 3,022 | 3,211 | 3,364 | 3,525 | 3,358 | 3,699 | 3,774 | 4,129 | 4,527 | 4,615 | 4,652 | 4,675 | 4,709 | 4,850 | 4,886 | 4,998 |
| Southampton..... | 2,988 | 3,030 | 3,219 | 3,372 | 3,533 | 3,366 | 3,707 | 3,782 | 4,133 | 4,531 | 4,619 | 4,656 | 4,679 | 4,713 | 4,854 | 4,890 | 5,002 |
| Plymouth..... | 2,972 | 3,014 | 3,203 | 3,356 | 3,517 | 3,350 | 3,691 | 3,766 | 4,121 | 4,519 | 4,607 | 4,644 | 4,667 | 4,701 | 4,842 | 4,878 | 4,990 |
| Atlantic Ocean. | | | | | | | | | | | | | | | | | |
| Scotland: | 2,701 | 2,743 | 2,932 | 3,035 | 3,247 | 3,080 | 3,423 | 3,498 | 3,916 | 4,304 | 4,392 | 4,429 | 4,452 | 4,476 | 4,617 | 4,653 | 4,765 |
| Glasgow..... | 2,765 | 2,807 | 3,000 | 3,153 | 3,365 | 3,200 | 3,543 | 3,618 | 4,036 | 4,434 | 4,522 | 4,559 | 4,582 | 4,606 | 4,747 | 4,783 | 4,895 |
| Greencock..... | | | | | | | | | | | | | | | | | |
| England: | | | | | | | | | | | | | | | | | |
| Liverpool..... | 2,778 | 2,820 | 3,010 | 3,163 | 3,375 | 3,210 | 3,553 | 3,628 | 4,040 | 4,438 | 4,526 | 4,563 | 4,586 | 4,610 | 4,751 | 4,787 | 4,899 |
| Milford..... | 2,786 | 2,828 | 3,018 | 3,171 | 3,383 | 3,218 | 3,561 | 3,636 | 4,048 | 4,446 | 4,534 | 4,571 | 4,594 | 4,618 | 4,759 | 4,795 | 4,907 |
| Cardiff..... | 2,794 | 2,836 | 3,026 | 3,179 | 3,391 | 3,226 | 3,569 | 3,644 | 4,056 | 4,454 | 4,542 | 4,579 | 4,602 | 4,626 | 4,767 | 4,803 | 4,915 |
| Bristol..... | 2,780 | 2,822 | 3,012 | 3,165 | 3,377 | 3,212 | 3,555 | 3,630 | 4,042 | 4,440 | 4,528 | 4,565 | 4,588 | 4,612 | 4,753 | 4,789 | 4,901 |
| Ireland: | | | | | | | | | | | | | | | | | |
| Belfast..... | 2,656 | 2,698 | 2,888 | 3,041 | 3,253 | 3,088 | 3,431 | 3,506 | 3,918 | 4,316 | 4,404 | 4,441 | 4,464 | 4,488 | 4,629 | 4,665 | 4,777 |
| Dublin..... | 2,713 | 2,755 | 2,945 | 3,098 | 3,310 | 3,145 | 3,488 | 3,563 | 3,975 | 4,373 | 4,461 | 4,498 | 4,521 | 4,545 | 4,686 | 4,722 | 4,834 |
| Cork..... | 2,565 | 2,607 | 2,797 | 2,950 | 3,162 | 3,000 | 3,343 | 3,418 | 3,830 | 4,228 | 4,316 | 4,353 | 4,376 | 4,400 | 4,541 | 4,577 | 4,689 |
| Kinsale..... | 2,563 | 2,605 | 2,795 | 2,948 | 3,160 | 3,000 | 3,343 | 3,418 | 3,830 | 4,228 | 4,316 | 4,353 | 4,376 | 4,400 | 4,541 | 4,577 | 4,689 |

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM ATLANTIC PORTS IN THE UNITED STATES TO FOREIGN PORTS—Continued.

| | Port-land. | Boston. | New York. | Phila- del- phia. | Balti- more. | New- port News. | Charles- ton. | Savan- nah. | Key West. | Apa- lach- cola. | Pensa- cola. | Mobile. | Shields-New Or- leans. | Sabine. | Galves- ton. | Mouth of Rio Grande. |
|----------------------------------|------------|---------|-----------|-------------------------|-----------------|-----------------------|------------------|----------------|--------------|------------------------|-----------------|---------|---------------------------|---------|-----------------|----------------------------|
| <i>Atlantic Ocean—Continued.</i> | | | | | | | | | | | | | | | | |
| France: | | | | | | | | | | | | | | | | |
| Brest..... | 2,723 | 2,765 | 2,954 | 3,107 | 3,268 | 3,101 | 3,432 | 3,503 | 3,888 | 4,286 | 4,374 | 4,411 | 4,434 | 4,458 | 4,599 | 4,717 |
| Bordeaux..... | 2,956 | 2,998 | 3,187 | 3,340 | 3,501 | 3,334 | 3,660 | 3,732 | 4,106 | 4,504 | 4,592 | 4,629 | 4,652 | 4,676 | 4,817 | 4,935 |
| Spain: | | | | | | | | | | | | | | | | |
| Bilbao..... | 2,887 | 2,929 | 3,118 | 3,272 | 3,424 | 3,257 | 3,579 | 3,651 | 4,011 | 4,409 | 4,497 | 4,534 | 4,557 | 4,581 | 4,722 | 4,840 |
| Cadix..... | 2,920 | 2,962 | 3,151 | 3,305 | 3,457 | 3,290 | 3,612 | 3,684 | 4,044 | 4,442 | 4,530 | 4,567 | 4,590 | 4,614 | 4,755 | 4,873 |
| Santander..... | 2,846 | 2,888 | 3,077 | 3,232 | 3,383 | 3,216 | 3,539 | 3,611 | 4,010 | 4,408 | 4,496 | 4,533 | 4,556 | 4,580 | 4,721 | 4,839 |
| Vigo..... | 2,668 | 2,708 | 2,892 | 3,050 | 3,198 | 3,031 | 3,347 | 3,418 | 3,768 | 4,166 | 4,254 | 4,291 | 4,314 | 4,338 | 4,479 | 4,597 |
| Portugal: | | | | | | | | | | | | | | | | |
| Oporto..... | 2,698 | 2,740 | 2,912 | 3,076 | 3,223 | 3,056 | 3,369 | 3,441 | 3,783 | 4,181 | 4,269 | 4,306 | 4,329 | 4,353 | 4,494 | 4,612 |
| Lisbon..... | 2,741 | 2,782 | 2,953 | 3,112 | 3,254 | 3,087 | 3,393 | 3,463 | 3,789 | 4,187 | 4,275 | 4,312 | 4,335 | 4,359 | 4,500 | 4,618 |
| <i>Mediterranean Sea.</i> | | | | | | | | | | | | | | | | |
| Spain: | | | | | | | | | | | | | | | | |
| Gibraltar..... | 2,958 | 3,014 | 3,186 | 3,338 | 3,492 | 3,315 | 3,617 | 3,687 | 4,005 | 4,403 | 4,491 | 4,528 | 4,551 | 4,576 | 4,716 | 4,834 |
| Malaga..... | 3,019 | 3,075 | 3,247 | 3,399 | 3,551 | 3,376 | 3,678 | 3,748 | 4,066 | 4,464 | 4,552 | 4,589 | 4,612 | 4,637 | 4,777 | 4,895 |
| Valencia..... | 3,046 | 3,102 | 3,274 | 3,426 | 3,578 | 3,403 | 3,705 | 3,775 | 4,093 | 4,491 | 4,579 | 4,616 | 4,639 | 4,664 | 4,804 | 4,922 |
| Barcelona..... | 3,472 | 3,528 | 3,700 | 3,854 | 3,990 | 3,829 | 4,131 | 4,201 | 4,519 | 4,917 | 5,005 | 5,042 | 5,065 | 5,090 | 5,230 | 5,348 |
| Balearic Isles: | | | | | | | | | | | | | | | | |
| Port Mahon..... | 3,480 | 3,536 | 3,708 | 3,862 | 4,004 | 3,837 | 4,139 | 4,209 | 4,527 | 4,925 | 5,013 | 5,050 | 5,073 | 5,098 | 5,238 | 5,356 |
| France: | | | | | | | | | | | | | | | | |
| Marseilles..... | 3,648 | 3,704 | 3,876 | 4,030 | 4,172 | 4,005 | 4,307 | 4,377 | 4,695 | 5,093 | 5,181 | 5,218 | 5,241 | 5,266 | 5,406 | 5,524 |
| Toulon..... | 3,656 | 3,712 | 3,884 | 4,038 | 4,180 | 4,013 | 4,315 | 4,385 | 4,703 | 5,101 | 5,189 | 5,226 | 5,249 | 5,274 | 5,414 | 5,532 |
| Nice..... | 3,722 | 3,778 | 3,950 | 4,104 | 4,246 | 4,079 | 4,381 | 4,451 | 4,769 | 5,167 | 5,255 | 5,292 | 5,315 | 5,340 | 5,480 | 5,598 |
| Corsica: | | | | | | | | | | | | | | | | |
| Ajaccio..... | 3,710 | 3,766 | 3,938 | 4,092 | 4,234 | 4,067 | 4,369 | 4,439 | 4,757 | 5,155 | 5,243 | 5,280 | 5,303 | 5,328 | 5,468 | 5,586 |
| Sardinia: | | | | | | | | | | | | | | | | |
| Porto Torres..... | 3,700 | 3,756 | 3,928 | 4,082 | 4,224 | 4,057 | 4,359 | 4,429 | 4,747 | 5,145 | 5,233 | 5,270 | 5,293 | 5,318 | 5,458 | 5,576 |
| Italy: | | | | | | | | | | | | | | | | |
| Genoa..... | 3,810 | 3,866 | 4,038 | 4,192 | 4,334 | 4,163 | 4,465 | 4,535 | 4,857 | 5,255 | 5,343 | 5,380 | 5,403 | 5,428 | 5,568 | 5,686 |
| Leghorn..... | 3,827 | 3,883 | 4,055 | 4,209 | 4,351 | 4,184 | 4,486 | 4,556 | 4,874 | 5,272 | 5,360 | 5,397 | 5,420 | 5,445 | 5,585 | 5,703 |
| Cypris Vecchia..... | 3,835 | 3,891 | 4,063 | 4,217 | 4,359 | 4,192 | 4,494 | 4,564 | 4,882 | 5,280 | 5,368 | 5,405 | 5,428 | 5,453 | 5,593 | 5,711 |
| Naples..... | 3,944 | 4,000 | 4,172 | 4,326 | 4,468 | 4,301 | 4,603 | 4,673 | 4,991 | 5,389 | 5,477 | 5,514 | 5,537 | 5,562 | 5,702 | 5,820 |
| Tarentum..... | 4,213 | 4,269 | 4,441 | 4,595 | 4,737 | 4,570 | 4,872 | 4,942 | 5,260 | 5,658 | 5,746 | 5,783 | 5,806 | 5,831 | 5,971 | 6,089 |
| Slovenia: | | | | | | | | | | | | | | | | |
| Messina..... | 3,993 | 4,049 | 4,221 | 4,375 | 4,517 | 4,350 | 4,652 | 4,722 | 5,040 | 5,438 | 5,526 | 5,563 | 5,586 | 5,611 | 5,751 | 5,869 |
| Syracuse..... | 4,011 | 4,067 | 4,239 | 4,393 | 4,535 | 4,368 | 4,670 | 4,740 | 5,058 | 5,456 | 5,544 | 5,581 | 5,604 | 5,629 | 5,769 | 5,887 |
| Palermo..... | 3,886 | 3,942 | 4,114 | 4,268 | 4,410 | 4,243 | 4,545 | 4,615 | 4,933 | 5,331 | 5,419 | 5,456 | 5,479 | 5,504 | 5,644 | 5,762 |

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM ATLANTIC PORTS IN THE UNITED STATES TO FOREIGN PORTS—Continued.

| | Port-land. | Boston. | New York. | Phila- del- phia. | Balti- more. | New- port News. | Charles- ton. | Savan- nah. | Key West. | Apa- lach- cola. | Pensa- cola. | Mobile. | Shields- boro. | New Or- leans. | Sabine | Galves- ton. | Mouth of Rio Grande. |
|-------------------------|------------|---------|-----------|-------------------------|-----------------|-----------------------|------------------|----------------|--------------|------------------------|-----------------|---------|-------------------|-------------------|--------|-----------------|----------------------------|
| <i>Africa.</i> | | | | | | | | | | | | | | | | | |
| <i>Atlantic Ocean.</i> | | | | | | | | | | | | | | | | | |
| Dakar..... | 3,294 | 3,219 | 3,333 | 3,425 | 3,516 | 3,340 | 3,556 | 3,613 | 3,741 | 4,139 | 4,227 | 4,204 | 4,287 | 4,311 | 4,452 | 4,488 | 4,670 |
| Reunion..... | 3,641 | 3,643 | 3,770 | 3,851 | 3,937 | 3,770 | 3,904 | 4,017 | 4,094 | 4,492 | 4,580 | 4,617 | 4,640 | 4,664 | 4,805 | 4,841 | 4,898 |
| Cape Palmas..... | 4,059 | 4,070 | 4,178 | 4,265 | 4,300 | 4,133 | 4,264 | 4,417 | 4,488 | 4,886 | 4,974 | 5,011 | 5,038 | 5,068 | 5,109 | 5,235 | 5,317 |
| Acra..... | 4,536 | 4,547 | 4,655 | 4,742 | 4,777 | 4,610 | 4,741 | 4,894 | 4,961 | 5,359 | 5,448 | 5,481 | 5,508 | 5,531 | 5,672 | 5,708 | 5,817 |
| St. Paul de Loanda..... | 5,551 | 5,562 | 5,670 | 5,757 | 5,843 | 5,676 | 5,870 | 5,925 | 5,966 | 6,364 | 6,452 | 6,489 | 6,512 | 6,536 | 6,677 | 6,713 | 6,793 |
| Cape Town..... | 6,710 | 6,737 | 6,851 | 6,938 | 7,025 | 6,858 | 7,052 | 7,107 | 7,148 | 7,546 | 7,634 | 7,671 | 7,694 | 7,718 | 7,859 | 7,895 | 7,975 |
| <i>Iceland.</i> | | | | | | | | | | | | | | | | | |
| Reykjavik..... | 2,266 | 2,308 | 2,497 | 2,650 | 2,611 | 2,444 | 2,987 | 3,067 | 3,470 | 3,868 | 3,956 | 3,993 | 4,016 | 4,040 | 4,181 | 4,217 | 4,299 |
| <i>Newfoundland.</i> | | | | | | | | | | | | | | | | | |
| St. John..... | 839 | 881 | 1,070 | 1,223 | 1,384 | 1,217 | 1,560 | 1,640 | 2,043 | 2,441 | 2,529 | 2,566 | 2,589 | 2,613 | 2,754 | 2,790 | 2,872 |
| St. Pierre..... | 669 | 711 | 904 | 1,058 | 1,210 | 1,043 | 1,397 | 1,467 | 1,874 | 2,272 | 2,360 | 2,390 | 2,420 | 2,444 | 2,585 | 2,621 | 2,703 |
| <i>Canada.</i> | | | | | | | | | | | | | | | | | |
| Quebec..... | 1,161 | 1,205 | 1,404 | 1,558 | 1,739 | 1,572 | 1,904 | 1,978 | 2,377 | 2,775 | 2,863 | 2,900 | 2,923 | 2,947 | 3,088 | 3,124 | 3,206 |
| Montreal..... | 1,301 | 1,346 | 1,544 | 1,698 | 1,869 | 1,702 | 2,044 | 2,118 | 2,517 | 2,915 | 3,003 | 3,040 | 3,063 | 3,087 | 3,228 | 3,264 | 3,346 |
| Dalhousie..... | 1,775 | 1,820 | 2,018 | 2,172 | 2,343 | 2,176 | 2,518 | 2,592 | 2,991 | 3,389 | 3,477 | 3,514 | 3,537 | 3,561 | 3,702 | 3,738 | 3,820 |
| Miramichi..... | 680 | 725 | 923 | 1,077 | 1,248 | 1,081 | 1,423 | 1,497 | 2,000 | 2,398 | 2,486 | 2,523 | 2,546 | 2,570 | 2,711 | 2,747 | 2,829 |
| Picton..... | 553 | 595 | 796 | 950 | 1,105 | 938 | 1,291 | 1,361 | 1,775 | 2,173 | 2,261 | 2,291 | 2,321 | 2,345 | 2,486 | 2,522 | 2,604 |
| Cape Breton..... | 513 | 555 | 756 | 910 | 1,065 | 898 | 1,251 | 1,321 | 1,735 | 2,133 | 2,221 | 2,251 | 2,281 | 2,305 | 2,446 | 2,482 | 2,564 |
| Georgetown..... | 548 | 589 | 790 | 944 | 1,099 | 931 | 1,293 | 1,363 | 1,767 | 2,165 | 2,253 | 2,283 | 2,313 | 2,337 | 2,478 | 2,514 | 2,596 |
| Charlottetown..... | 575 | 627 | 828 | 982 | 1,137 | 970 | 1,333 | 1,403 | 1,807 | 2,205 | 2,293 | 2,323 | 2,353 | 2,377 | 2,518 | 2,554 | 2,636 |
| Sydney..... | 563 | 605 | 806 | 960 | 1,115 | 948 | 1,311 | 1,381 | 1,785 | 2,183 | 2,271 | 2,301 | 2,331 | 2,355 | 2,496 | 2,532 | 2,614 |
| Halifax..... | 543 | 585 | 786 | 940 | 1,095 | 928 | 1,291 | 1,361 | 1,765 | 2,163 | 2,251 | 2,281 | 2,311 | 2,335 | 2,476 | 2,512 | 2,594 |
| <i>United States.</i> | | | | | | | | | | | | | | | | | |
| Portland..... | 111 | 362 | 529 | 693 | 857 | 696 | 901 | 971 | 1,400 | 1,798 | 1,886 | 1,916 | 1,946 | 1,970 | 2,111 | 2,147 | 2,229 |
| Boston..... | 111 | 300 | 477 | 641 | 805 | 644 | 849 | 919 | 1,348 | 1,746 | 1,834 | 1,864 | 1,894 | 1,918 | 2,059 | 2,095 | 2,177 |
| New York..... | 362 | 300 | 477 | 641 | 805 | 644 | 849 | 919 | 1,348 | 1,746 | 1,834 | 1,864 | 1,894 | 1,918 | 2,059 | 2,095 | 2,177 |
| Philadelphia..... | 529 | 477 | 641 | 805 | 969 | 805 | 1,009 | 1,079 | 1,508 | 1,906 | 2,000 | 2,030 | 2,060 | 2,084 | 2,225 | 2,261 | 2,343 |
| Baltimore..... | 693 | 641 | 805 | 969 | 1,133 | 969 | 1,173 | 1,243 | 1,672 | 2,070 | 2,164 | 2,194 | 2,224 | 2,248 | 2,389 | 2,425 | 2,507 |
| Newport News..... | 526 | 474 | 638 | 802 | 966 | 802 | 1,006 | 1,076 | 1,505 | 1,903 | 2,000 | 2,030 | 2,060 | 2,084 | 2,225 | 2,261 | 2,343 |
| Charleston..... | 901 | 849 | 1,013 | 1,177 | 1,341 | 1,177 | 1,381 | 1,451 | 1,880 | 2,278 | 2,372 | 2,402 | 2,432 | 2,456 | 2,597 | 2,633 | 2,715 |
| Savannah..... | 971 | 919 | 1,083 | 1,247 | 1,411 | 1,247 | 1,451 | 1,521 | 1,950 | 2,348 | 2,442 | 2,472 | 2,502 | 2,526 | 2,667 | 2,703 | 2,785 |
| Key West..... | 1,400 | 1,348 | 1,512 | 1,676 | 1,840 | 1,676 | 1,880 | 1,950 | 2,379 | 2,777 | 2,871 | 2,901 | 2,931 | 2,955 | 3,096 | 3,132 | 3,214 |
| Apalachicola..... | 1,798 | 1,746 | 1,910 | 2,074 | 2,238 | 2,074 | 2,278 | 2,348 | 2,777 | 3,175 | 3,269 | 3,299 | 3,329 | 3,353 | 3,494 | 3,530 | 3,612 |
| Pensacola..... | 1,896 | 1,844 | 1,998 | 2,162 | 2,326 | 2,162 | 2,366 | 2,436 | 2,865 | 3,263 | 3,357 | 3,387 | 3,417 | 3,441 | 3,582 | 3,618 | 3,700 |
| Mobile..... | 1,916 | 1,864 | 1,998 | 2,162 | 2,326 | 2,162 | 2,366 | 2,436 | 2,865 | 3,263 | 3,357 | 3,387 | 3,417 | 3,441 | 3,582 | 3,618 | 3,700 |
| Shieldsboro..... | 1,946 | 1,894 | 1,998 | 2,162 | 2,326 | 2,162 | 2,366 | 2,436 | 2,865 | 3,263 | 3,357 | 3,387 | 3,417 | 3,441 | 3,582 | 3,618 | 3,700 |
| New Orleans..... | 1,970 | 1,918 | 1,998 | 2,162 | 2,326 | 2,162 | 2,366 | 2,436 | 2,865 | 3,263 | 3,357 | 3,387 | 3,417 | 3,441 | 3,582 | 3,618 | 3,700 |
| Sabine..... | 2,111 | 2,059 | 2,193 | 2,357 | 2,521 | 2,357 | 2,561 | 2,631 | 3,060 | 3,458 | 3,552 | 3,582 | 3,612 | 3,636 | 3,777 | 3,813 | 3,895 |
| Galveston..... | 2,147 | 2,095 | 2,193 | 2,357 | 2,521 | 2,357 | 2,561 | 2,631 | 3,060 | 3,458 | 3,552 | 3,582 | 3,612 | 3,636 | 3,777 | 3,813 | 3,895 |

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM ATLANTIC PORTS IN THE UNITED STATES TO FOREIGN PORTS—Continued.

| | Port-land. | Boston. | New York. | Philadel-phia. | Balti-more. | New-Port News. | Charles-ton. | Savannah. | Key West. | Appalachicola. | Pensacola. | Mobile. | Shieldsboro. | New Orleans. | Sabine. | Galveston. | Month of Rio Grande. |
|------------------------|------------|---------|-----------|----------------|-------------|----------------|--------------|-----------|-----------|----------------|------------|---------|--------------|--------------|---------|------------|----------------------|
| <i>Atlantic Ocean.</i> | | | | | | | | | | | | | | | | | |
| Azores: | 1,900 | 1,943 | 2,093 | 2,297 | 2,362 | 2,195 | 2,501 | 2,574 | 2,880 | 3,278 | 3,366 | 3,403 | 3,426 | 3,440 | 3,591 | 3,627 | 3,709 |
| Horta..... | 2,043 | 2,086 | 2,243 | 2,414 | 2,500 | 2,339 | 2,645 | 2,677 | 3,020 | 3,418 | 3,506 | 3,543 | 3,566 | 3,580 | 3,731 | 3,767 | 3,849 |
| Punta Delgada..... | | | | | | | | | | | | | | | | | |
| Madeira: | | | | | | | | | | | | | | | | | |
| Funchal..... | 2,575 | 2,615 | 2,768 | 2,931 | 3,021 | 2,854 | 3,145 | 3,216 | 3,486 | 3,884 | 3,972 | 4,009 | 4,032 | 4,056 | 4,197 | 4,233 | 4,315 |
| Canary Islands: | | | | | | | | | | | | | | | | | |
| Palmas..... | 2,777 | 2,812 | 2,938 | 3,113 | 3,198 | 3,031 | 3,308 | 3,375 | 3,578 | 3,976 | 4,064 | 4,101 | 4,124 | 4,148 | 4,289 | 4,325 | 4,407 |
| Tenacife..... | 2,744 | 2,779 | 2,925 | 3,080 | 3,165 | 2,998 | 3,275 | 3,342 | 3,542 | 3,941 | 4,029 | 4,066 | 4,089 | 4,113 | 4,254 | 4,290 | 4,372 |
| Cape Verde Islands: | | | | | | | | | | | | | | | | | |
| St. Vincent..... | 2,805 | 2,812 | 2,919 | 3,031 | 3,088 | 2,921 | 3,115 | 3,169 | 3,308 | 3,701 | 3,789 | 3,826 | 3,849 | 3,873 | 4,014 | 4,050 | 4,131 |
| Bermuda: | | | | | | | | | | | | | | | | | |
| Port Hamilton..... | 739 | 696 | 576 | 729 | 759 | 592 | 816 | 830 | 1,060 | 1,458 | 1,576 | 1,613 | 1,636 | 1,660 | 1,801 | 1,837 | 1,919 |
| Ascension: | | | | | | | | | | | | | | | | | |
| Georgetown..... | 4,329 | 4,320 | 4,393 | 4,477 | 4,513 | 4,346 | 4,459 | 4,503 | 4,484 | 4,877 | 4,965 | 5,002 | 5,025 | 5,094 | 5,190 | 5,226 | 5,240 |
| St. Helena: | | | | | | | | | | | | | | | | | |
| James Town..... | 5,030 | 5,022 | 5,096 | 5,182 | 5,218 | 5,051 | 5,114 | 5,201 | 5,140 | 5,533 | 5,621 | 5,658 | 5,681 | 5,705 | 5,846 | 5,883 | 5,896 |
| Guianas: | | | | | | | | | | | | | | | | | |
| Demerara..... | 2,289 | 2,253 | 2,209 | 2,225 | 2,204 | 2,037 | 1,984 | 2,202 | 1,797 | 2,190 | 2,278 | 2,315 | 2,338 | 2,362 | 2,503 | 2,540 | 2,553 |
| Paramaribo..... | 2,420 | 2,383 | 2,338 | 2,397 | 2,394 | 2,217 | 2,154 | 2,172 | 1,965 | 2,358 | 2,446 | 2,483 | 2,506 | 2,530 | 2,671 | 2,708 | 2,721 |
| Cayenne..... | 2,506 | 2,476 | 2,443 | 2,472 | 2,468 | 2,331 | 2,450 | 2,462 | 2,214 | 2,507 | 2,595 | 2,632 | 2,655 | 2,679 | 2,820 | 2,857 | 2,870 |
| Brazil: | | | | | | | | | | | | | | | | | |
| Pera..... | 2,982 | 2,931 | 2,910 | 2,940 | 2,935 | 2,758 | 2,844 | 2,856 | 2,678 | 2,971 | 3,159 | 3,096 | 3,119 | 3,143 | 3,284 | 3,320 | 3,334 |
| Ceara..... | 3,320 | 3,234 | 3,300 | 3,351 | 3,330 | 3,153 | 3,238 | 3,250 | 3,090 | 3,383 | 3,571 | 3,508 | 3,531 | 3,555 | 3,696 | 3,732 | 3,746 |
| Paraná..... | 3,701 | 3,596 | 3,696 | 3,749 | 3,728 | 3,551 | 3,636 | 3,648 | 3,488 | 3,781 | 3,969 | 3,906 | 3,929 | 3,953 | 4,094 | 4,130 | 4,144 |
| Paranábuco..... | 3,513 | 3,434 | 3,504 | 3,554 | 3,533 | 3,356 | 3,441 | 3,453 | 3,293 | 3,586 | 3,774 | 3,711 | 3,734 | 3,758 | 3,899 | 3,935 | 3,949 |
| Bahia..... | 4,100 | 4,066 | 4,096 | 4,166 | 4,155 | 3,978 | 4,063 | 4,075 | 3,915 | 4,208 | 4,396 | 4,333 | 4,356 | 4,380 | 4,521 | 4,557 | 4,571 |
| Rio de Janeiro..... | 4,783 | 4,728 | 4,773 | 4,823 | 4,802 | 4,625 | 4,710 | 4,722 | 4,550 | 4,843 | 5,031 | 4,968 | 4,991 | 5,015 | 5,156 | 5,192 | 5,206 |
| Santos..... | 5,000 | 4,934 | 4,984 | 5,034 | 5,013 | 4,836 | 4,921 | 4,933 | 4,761 | 5,054 | 5,242 | 5,179 | 5,202 | 5,226 | 5,367 | 5,403 | 5,417 |
| Recife..... | 5,470 | 5,395 | 5,465 | 5,515 | 5,494 | 5,317 | 5,402 | 5,414 | 5,242 | 5,535 | 5,723 | 5,660 | 5,683 | 5,707 | 5,848 | 5,884 | 5,898 |
| Porto Rico: | | | | | | | | | | | | | | | | | |
| San Juan..... | 5,773 | 5,738 | 5,768 | 5,818 | 5,800 | 5,623 | 5,708 | 5,720 | 5,548 | 5,841 | 6,029 | 5,966 | 5,989 | 6,013 | 6,154 | 6,190 | 6,204 |
| Montevideo..... | 5,873 | 5,838 | 5,868 | 5,918 | 5,900 | 5,723 | 5,808 | 5,820 | 5,648 | 5,941 | 6,129 | 6,066 | 6,089 | 6,113 | 6,254 | 6,290 | 6,304 |
| Buenos Aires..... | 6,093 | 6,028 | 6,058 | 6,108 | 6,120 | 5,943 | 6,028 | 6,040 | 5,868 | 6,161 | 6,349 | 6,286 | 6,309 | 6,333 | 6,474 | 6,510 | 6,524 |
| Porto Belgrano..... | 6,130 | 6,065 | 6,125 | 6,175 | 6,187 | 6,010 | 6,095 | 6,107 | 5,935 | 6,228 | 6,416 | 6,353 | 6,376 | 6,400 | 6,541 | 6,577 | 6,591 |
| Patagonia: | | | | | | | | | | | | | | | | | |
| Port Gallagos..... | 6,810 | 6,775 | 6,805 | 6,855 | 6,867 | 6,700 | 6,740 | 6,769 | 6,592 | 6,885 | 7,073 | 7,010 | 7,033 | 7,057 | 7,198 | 7,234 | 7,248 |
| Falkland Islands: | | | | | | | | | | | | | | | | | |
| Port William..... | 6,553 | 6,518 | 6,548 | 6,598 | 6,610 | 6,443 | 6,483 | 6,512 | 6,340 | 6,633 | 6,821 | 6,758 | 6,781 | 6,805 | 6,946 | 6,982 | 7,006 |
| Port Cook..... | 6,551 | 6,516 | 6,546 | 6,596 | 6,608 | 6,441 | 6,481 | 6,510 | 6,338 | 6,631 | 6,819 | 6,756 | 6,779 | 6,803 | 6,944 | 6,980 | 7,004 |
| Straits of Magellan: | | | | | | | | | | | | | | | | | |
| Punta Arenas..... | 6,895 | 6,860 | 6,890 | 6,940 | 6,952 | 6,785 | 6,825 | 6,854 | 7,008 | 7,242 | 7,292 | 7,327 | 7,330 | 7,340 | 7,481 | 7,516 | 7,530 |

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM PACIFIC PORTS IN THE UNITED STATES AND VICTORIA TO FOREIGN PORTS.

[French Hydrographic Office.]

| | San Diego. | San Pedro. | San Francisco. | Monterey. | San Francisco. | Trinidad. | Crescent City. | Astoria. | Victoria. | Sitka. | Honolulu. |
|-------------------------------------|------------|------------|----------------|-----------|----------------|-----------|----------------|----------|-----------|--------|-----------|
| <i>Indian Ocean.</i> | | | | | | | | | | | |
| <i>Africa:</i> | | | | | | | | | | | |
| Port Elizabeth..... | 9,881 | 9,001 | 10,004 | 10,183 | 10,258 | 10,470 | 10,511 | 10,708 | 10,677 | 11,499 | 10,106 |
| Port Natal..... | 10,201 | 10,221 | 10,324 | 10,503 | 10,578 | 10,760 | 10,831 | 11,118 | 11,297 | 11,210 | 10,108 |
| Delagoa Bay..... | 10,521 | 10,541 | 10,644 | 10,823 | 10,898 | 11,110 | 11,151 | 11,438 | 11,617 | 11,120 | 10,274 |
| Mozambique..... | 11,248 | 11,268 | 11,371 | 11,442 | 11,414 | 11,285 | 11,258 | 11,114 | 11,089 | 10,536 | 9,875 |
| Zanzibar..... | 11,785 | 11,700 | 11,630 | 11,422 | 11,394 | 11,245 | 11,238 | 11,091 | 11,069 | 10,516 | 9,977 |
| <i>Comore Islands:</i> | | | | | | | | | | | |
| Grand Comore.... | 11,617 | 11,538 | 11,462 | 11,254 | 11,226 | 11,077 | 11,070 | 10,920 | 10,901 | 10,318 | 9,703 |
| <i>Madagascar:</i> | | | | | | | | | | | |
| Tamatava..... | 11,396 | 11,317 | 11,241 | 11,033 | 11,005 | 10,856 | 10,819 | 10,705 | 10,680 | 10,127 | 9,343 |
| <i>Réunion Islands:</i> | | | | | | | | | | | |
| St. Denis..... | 11,071 | 10,992 | 10,916 | 10,736 | 10,708 | 10,559 | 10,552 | 10,408 | 10,385 | 9,830 | 9,024 |
| <i>Red Sea:</i> | | | | | | | | | | | |
| Suakin..... | 12,012 | 11,933 | 11,857 | 11,649 | 11,621 | 11,472 | 11,465 | 11,321 | 11,290 | 10,713 | 10,220 |
| Moka..... | 11,511 | 11,432 | 11,356 | 11,148 | 11,120 | 10,971 | 10,964 | 10,820 | 10,795 | 10,242 | 9,716 |
| SUEZ..... | 12,018 | 12,569 | 12,403 | 12,285 | 12,257 | 12,108 | 12,101 | 11,957 | 11,932 | 11,370 | 10,852 |
| <i>Arabia:</i> | | | | | | | | | | | |
| Aden..... | 11,351 | 11,272 | 11,196 | 10,988 | 10,960 | 10,811 | 10,804 | 10,660 | 10,635 | 10,082 | 9,555 |
| <i>Persia:</i> | | | | | | | | | | | |
| Busheer..... | 11,489 | 11,410 | 11,334 | 11,126 | 11,098 | 10,949 | 10,942 | 10,798 | 10,773 | 10,220 | 9,699 |
| <i>Ceylon:</i> | | | | | | | | | | | |
| Colombo..... | 9,291 | 9,212 | 9,136 | 8,928 | 8,900 | 8,751 | 8,744 | 8,600 | 8,575 | 8,022 | 7,495 |
| <i>India:</i> | | | | | | | | | | | |
| Kurrachee..... | 10,021 | 10,542 | 10,466 | 10,258 | 10,230 | 10,081 | 10,074 | 9,930 | 9,905 | 9,352 | 8,825 |
| Bombay..... | 10,171 | 10,092 | 10,016 | 9,808 | 9,780 | 9,631 | 9,624 | 9,480 | 9,455 | 8,902 | 8,375 |
| Goa..... | 9,951 | 9,872 | 9,796 | 9,588 | 9,560 | 9,411 | 9,404 | 9,260 | 9,235 | 8,682 | 8,155 |
| Madras..... | 9,301 | 9,222 | 9,146 | 8,938 | 8,910 | 8,761 | 8,754 | 8,610 | 8,585 | 8,032 | 7,505 |
| Calcutta..... | 9,381 | 9,302 | 9,226 | 9,018 | 8,990 | 8,841 | 8,834 | 8,690 | 8,665 | 8,112 | 7,585 |
| <i>Malaccan Peninsula:</i> | | | | | | | | | | | |
| Singapore..... | 7,721 | 7,642 | 7,566 | 7,358 | 7,330 | 7,181 | 7,174 | 7,030 | 7,005 | 6,425 | 5,925 |
| <i>Andaman Islands:</i> | | | | | | | | | | | |
| Port Cornwallis.... | 8,713 | 8,634 | 8,558 | 8,350 | 8,322 | 8,173 | 8,166 | 8,022 | 7,997 | 7,444 | 6,917 |
| <i>Sumatra:</i> | | | | | | | | | | | |
| Padang..... | 8,544 | 8,465 | 8,389 | 8,200 | 8,181 | 8,032 | 8,025 | 7,881 | 7,856 | 7,303 | 6,497 |
| <i>Pacific Ocean.</i> | | | | | | | | | | | |
| <i>Java:</i> | | | | | | | | | | | |
| Anjer-Bantam..... | 8,023 | 7,944 | 7,868 | 7,688 | 7,660 | 7,511 | 7,504 | 7,330 | 7,335 | 6,782 | 5,979 |
| <i>Australia:</i> | | | | | | | | | | | |
| Melbourne..... | 7,039 | 6,955 | 6,899 | 6,742 | 6,714 | 6,565 | 6,558 | 6,414 | 6,419 | 6,142 | 5,940 |
| Sydney..... | 6,552 | 6,468 | 6,412 | 6,255 | 6,227 | 6,078 | 6,071 | 5,927 | 5,932 | 5,655 | 5,453 |
| Newcastle..... | 6,503 | 6,419 | 6,363 | 6,206 | 6,178 | 6,029 | 6,022 | 5,878 | 5,883 | 5,606 | 5,404 |
| Brisbane..... | 6,330 | 6,246 | 6,190 | 6,033 | 6,005 | 5,856 | 5,849 | 5,705 | 5,710 | 5,433 | 5,231 |
| <i>Tasmania:</i> | | | | | | | | | | | |
| Hobart Town..... | 6,981 | 6,907 | 6,831 | 6,674 | 6,646 | 6,497 | 6,490 | 6,346 | 6,351 | 6,074 | 5,872 |
| <i>New Caledonia:</i> | | | | | | | | | | | |
| Noumea..... | 5,523 | 5,479 | 5,435 | 5,312 | 5,284 | 5,135 | 5,128 | 5,025 | 5,030 | 4,753 | 4,551 |
| <i>New Zealand:</i> | | | | | | | | | | | |
| Auckland..... | 5,719 | 5,675 | 5,631 | 5,508 | 5,480 | 5,331 | 5,324 | 5,221 | 5,226 | 4,949 | 4,747 |
| Wellington..... | 5,914 | 5,870 | 5,826 | 5,703 | 5,675 | 5,526 | 5,519 | 5,416 | 5,421 | 5,144 | 4,942 |
| <i>Siam:</i> | | | | | | | | | | | |
| Bangkok..... | 7,813 | 7,734 | 7,658 | 7,450 | 7,422 | 7,273 | 7,266 | 7,122 | 7,097 | 6,544 | 6,127 |
| <i>Cochin China:</i> | | | | | | | | | | | |
| Saigon..... | 7,396 | 7,317 | 7,241 | 7,033 | 7,005 | 6,856 | 6,849 | 6,703 | 6,680 | 6,127 | 5,576 |
| <i>Hainan:</i> | | | | | | | | | | | |
| Kiung-chow..... | 6,089 | 6,010 | 5,934 | 5,726 | 5,698 | 5,549 | 5,542 | 5,398 | 5,373 | 4,820 | 4,272 |
| <i>China:</i> | | | | | | | | | | | |
| Canton..... | 6,517 | 6,438 | 6,362 | 6,154 | 6,126 | 5,977 | 5,970 | 5,826 | 5,801 | 5,248 | 4,695 |
| Hongkong..... | 6,439 | 6,360 | 6,284 | 6,076 | 6,048 | 5,899 | 5,892 | 5,748 | 5,723 | 5,170 | 4,617 |
| Shanghai..... | 5,903 | 5,824 | 5,748 | 5,540 | 5,512 | 5,363 | 5,356 | 5,212 | 5,187 | 4,634 | 4,081 |
| Tientsin..... | 6,125 | 6,046 | 5,970 | 5,762 | 5,734 | 5,585 | 5,578 | 5,434 | 5,409 | 4,856 | 4,303 |
| Tamsui (F o r - m o s a), Japan.... | 5,997 | 5,918 | 5,842 | 5,634 | 5,606 | 5,457 | 5,450 | 5,306 | 5,281 | 4,728 | 4,175 |
| <i>Japan:</i> | | | | | | | | | | | |
| Nagasaki..... | 5,452 | 5,373 | 5,297 | 5,089 | 5,061 | 4,912 | 4,905 | 4,761 | 4,736 | 4,183 | 3,630 |
| Kobe..... | 5,184 | 5,105 | 5,029 | 4,821 | 4,793 | 4,644 | 4,637 | 4,493 | 4,468 | 3,915 | 3,362 |
| Yokohama..... | 4,917 | 4,838 | 4,762 | 4,554 | 4,526 | 4,377 | 4,370 | 4,226 | 4,201 | 3,648 | 3,095 |
| <i>Asiatic Russia:</i> | | | | | | | | | | | |
| Vladivostok..... | 4,935 | 4,856 | 4,780 | 4,572 | 4,544 | 4,395 | 4,388 | 4,244 | 4,219 | 3,666 | 3,113 |
| Nicolai..... | 4,503 | 4,424 | 4,348 | 4,140 | 4,112 | 3,963 | 3,956 | 3,812 | 3,787 | 3,234 | 2,681 |

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) FROM PACIFIC PORTS IN THE UNITED STATES AND VICTORIA TO FOREIGN PORTS—Continued.

| | San Diego. | San Pedro. | Santa Bar- bara. | Monterey. | San Fran- cisco. | Trinidad. | Crescent City. | Astoria. | Victoria. Vancouver. | Sitka, Alas- ka. | Honolulu, Hawaii. |
|-----------------------------|------------|------------|---------------------|-----------|---------------------|-----------|-------------------|----------|-------------------------|---------------------|----------------------|
| Philippines: | | | | | | | | | | | |
| Manila..... | 6,045 | 6,566 | 6,490 | 6,282 | 6,251 | 6,105 | 6,098 | 5,954 | 5,929 | 5,376 | 4,780 |
| Cebu..... | 6,763 | 6,684 | 6,608 | 6,100 | 6,372 | 6,223 | 6,216 | 6,072 | 6,047 | 5,494 | 4,590 |
| Borneo: | | | | | | | | | | | |
| Sambas..... | 7,542 | 7,463 | 7,387 | 7,179 | 7,151 | 7,002 | 6,995 | 6,851 | 6,826 | 6,273 | 5,545 |
| Celebes: | | | | | | | | | | | |
| Macassar..... | 7,414 | 7,335 | 7,259 | 7,116 | 7,088 | 6,935 | 6,928 | 6,844 | 6,834 | 6,291 | 5,216 |
| Java: | | | | | | | | | | | |
| Batavia..... | 8,004 | 7,925 | 7,849 | 7,641 | 7,613 | 7,164 | 7,457 | 7,313 | 7,298 | 6,735 | 5,902 |
| Sumbawa: | | | | | | | | | | | |
| Sumbawa..... | 7,592 | 7,513 | 7,437 | 7,294 | 7,266 | 7,113 | 7,106 | 7,022 | 7,012 | 6,469 | 5,315 |
| Straits of Magellan: | | | | | | | | | | | |
| Punta Arenas..... | 5,822 | 5,842 | 5,915 | 6,124 | 6,199 | 6,411 | 6,453 | 6,739 | 6,918 | 7,461 | 6,379 |
| Chile: | | | | | | | | | | | |
| Valparaiso..... | 4,747 | 4,811 | 4,870 | 5,065 | 5,140 | 5,355 | 5,396 | 5,683 | 5,862 | 6,408 | 5,916 |
| Coquimbo..... | 4,626 | 4,685 | 4,745 | 4,964 | 5,036 | 5,239 | 5,280 | 5,567 | 5,746 | 6,292 | 5,854 |
| Peru: | | | | | | | | | | | |
| Iquique..... | 4,258 | 4,278 | 4,381 | 4,570 | 4,645 | 4,855 | 4,896 | 5,183 | 5,362 | 5,908 | 5,701 |
| Callao de Lima..... | 3,635 | 3,645 | 3,748 | 3,937 | 4,012 | 4,222 | 4,263 | 4,560 | 4,729 | 5,275 | 5,147 |
| Ecuador: | | | | | | | | | | | |
| Guayaquil..... | 3,216 | 3,236 | 3,339 | 3,528 | 3,603 | 3,813 | 3,854 | 4,141 | 4,320 | 4,866 | 4,871 |
| Esmeralda..... | 3,008 | 3,028 | 3,131 | 3,320 | 3,395 | 3,605 | 3,646 | 3,933 | 4,112 | 4,658 | 4,845 |
| Colombia: | | | | | | | | | | | |
| Buenaventura..... | 3,173 | 3,195 | 3,296 | 3,485 | 3,560 | 3,770 | 3,811 | 4,098 | 4,277 | 4,823 | 5,071 |
| Panama: | | | | | | | | | | | |
| PANAMA..... | 2,905 | 2,935 | 3,038 | 3,227 | 3,302 | 3,512 | 3,553 | 3,880 | 4,019 | 4,565 | 4,723 |
| Costa Rica: | | | | | | | | | | | |
| Punta Arenas..... | 2,529 | 2,549 | 2,652 | 2,841 | 2,916 | 3,126 | 3,167 | 3,454 | 3,677 | 4,170 | 4,293 |
| Nicaragua: | | | | | | | | | | | |
| Corinto..... | 2,284 | 2,304 | 2,407 | 2,596 | 2,671 | 2,881 | 2,922 | 3,209 | 3,387 | 3,934 | 4,091 |
| Honduras: | | | | | | | | | | | |
| Amapala..... | 2,254 | 2,274 | 2,377 | 2,566 | 2,641 | 2,851 | 2,892 | 3,179 | 3,358 | 3,904 | 4,064 |
| Salvador: | | | | | | | | | | | |
| La Union..... | 2,253 | 2,273 | 2,376 | 2,565 | 2,640 | 2,850 | 2,891 | 3,178 | 3,357 | 3,903 | 4,063 |
| Guatemala: | | | | | | | | | | | |
| San Jose..... | 2,059 | 2,079 | 2,182 | 2,371 | 2,446 | 2,656 | 2,697 | 2,984 | 3,163 | 3,709 | 3,854 |
| Mexico: | | | | | | | | | | | |
| Acapulco..... | 1,493 | 1,513 | 1,616 | 1,805 | 1,880 | 2,090 | 2,131 | 2,418 | 2,597 | 3,143 | 3,310 |
| San Blas..... | 843 | 863 | 1,160 | 1,355 | 1,450 | 1,640 | 1,671 | 1,968 | 2,147 | 2,693 | 2,636 |
| Guaymas..... | 923 | 943 | 1,240 | 1,435 | 1,510 | 1,729 | 1,761 | 2,018 | 2,227 | 2,773 | 3,180 |
| La Paz..... | 751 | 771 | 1,074 | 1,263 | 1,338 | 1,548 | 1,589 | 1,876 | 2,065 | 2,601 | 3,010 |
| United States: | | | | | | | | | | | |
| San Diego..... | 86 | 164 | 376 | 451 | 666 | 707 | 994 | 1,173 | 1,719 | 2,286 | |
| San Pedro..... | 80 | 85 | 302 | 377 | 592 | 633 | 920 | 1,099 | 1,645 | 2,242 | |
| Santa Barbara..... | 164 | 220 | 295 | 370 | 510 | 551 | 838 | 1,017 | 1,563 | 2,246 | |
| Monterey..... | 376 | 220 | 90 | 310 | 351 | 392 | 638 | 817 | 1,363 | 2,102 | |
| San Francisco..... | 451 | 295 | 90 | 249 | 290 | 331 | 577 | 756 | 1,302 | 2,097 | |
| Trinidad..... | 666 | 510 | 310 | 249 | 44 | 326 | 519 | 1,075 | 2,096 | | |
| Crescent City..... | 707 | 633 | 351 | 290 | 44 | 290 | 490 | 1,043 | 2,112 | | |
| Astoria..... | 994 | 920 | 638 | 577 | 326 | 290 | 214 | 818 | 2,242 | | |
| Vancouver: | | | | | | | | | | | |
| Victoria..... | 1,173 | 1,079 | 1,017 | 817 | 756 | 519 | 590 | 214 | 759 | 2,366 | |
| Alaska: | | | | | | | | | | | |
| Sitka..... | 1,719 | 1,645 | 1,563 | 1,363 | 1,302 | 1,075 | 1,043 | 818 | 759 | 2,395 | |
| Hawaii: | | | | | | | | | | | |
| Honolulu..... | 2,286 | 2,242 | 2,246 | 2,102 | 2,097 | 2,096 | 2,112 | 2,242 | 2,366 | 2,395 | |
| Hilo..... | 2,174 | 2,130 | 2,134 | 2,007 | 2,007 | 2,139 | 2,013 | 2,192 | 2,326 | 2,404 | 198 |
| Tabiti: | | | | | | | | | | | |
| Papeete..... | 2,015 | 3,571 | 3,575 | 3,618 | 3,658 | 3,811 | 3,846 | 4,087 | 4,269 | 4,537 | 2,389 |
| Samoa: | | | | | | | | | | | |
| Apia..... | 4,234 | 4,190 | 4,194 | 4,150 | 4,167 | 4,229 | 4,255 | 4,433 | 4,507 | 4,625 | 2,263 |
| Tonga: | | | | | | | | | | | |
| Tongatabou..... | 4,680 | 4,636 | 4,640 | 4,606 | 4,625 | 4,693 | 4,719 | 4,901 | 5,047 | 5,106 | 2,745 |
| Fiji Islands: | | | | | | | | | | | |
| Suva..... | 2,174 | 2,130 | 2,134 | 2,007 | 2,007 | 2,139 | 2,043 | 2,192 | 2,326 | 5,117 | 2,782 |

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) BETWEEN PACIFIC PORTS.

[United States Hydrographic Office.]

| | San Francisco. | Monterey. | Santa Barbara. | San Diego. | San Blas. | Guaymas. | Acapulco. | Salina Cruz. | San Jose. | Corinto. |
|---|----------------|-----------|----------------|------------|-----------|----------|-----------|--------------|-----------|----------|
| West coasts of North and South America: | | | | | | | | | | |
| San Francisco..... | 0 | 90 | 295 | 451 | 1,430 | 1,510 | 1,836 | 2,189 | 2,446 | 2,671 |
| Monterey..... | | 0 | 220 | 376 | 1,355 | 1,435 | 1,805 | 2,124 | 2,371 | 2,596 |
| Santa Barbara..... | | | 0 | 164 | 1,166 | 1,246 | 1,616 | 1,935 | 2,182 | 2,407 |
| San Diego..... | | | | 0 | 813 | 923 | 1,493 | 1,812 | 2,059 | 2,281 |
| San Blas..... | | | | | 0 | 500 | 520 | 780 | 1,074 | 1,310 |
| Guaymas..... | | | | | | 0 | 954 | 1,251 | 1,508 | 1,774 |
| Acapulco..... | | | | | | | 0 | 300 | 563 | 799 |
| Salina Cruz..... | | | | | | | | 0 | 291 | 529 |
| San Jose..... | | | | | | | | | 0 | 238 |
| Corinto..... | | | | | | | | | | 0 |

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) BETWEEN ATLANTIC PORTS.

[United States Hydrographic Office.]

| | New York. | Portland. | Boston. | Quebec. | Halifax. | Charlottetown, Prince Edward Island. | Philadelphia. | Baltimore. | Newport News. | Charleston. | Savannah. | Bermuda. |
|---|-----------|-----------|---------|---------|----------|--|---------------|------------|---------------|-------------|-----------|----------|
| East coasts of North and South America: | | | | | | | | | | | | |
| New York..... | 0 | 362 | 300 | 1,404 | 581 | 828 | 229 | 404 | 281 | 629 | 699 | 676 |
| Portland..... | | 0 | 111 | 1,161 | 343 | 575 | 529 | 693 | 567 | 901 | 971 | 738 |
| Boston..... | | | 0 | 1,205 | 383 | 627 | 477 | 641 | 515 | 849 | 919 | 696 |
| Quebec..... | | | | 0 | 861 | 570 | 1,558 | 1,730 | 1,613 | 1,904 | 1,978 | 1,505 |
| Halifax..... | | | | | 0 | 273 | 735 | 836 | 710 | 1,077 | 1,147 | 753 |
| Charlottetown..... | | | | | | 0 | 982 | 1,137 | 1,011 | 1,323 | 1,393 | 852 |
| Philadelphia..... | | | | | | | 0 | 355 | 229 | 504 | 664 | 729 |
| Baltimore..... | | | | | | | | 0 | 156 | 550 | 620 | 759 |
| Newport News..... | | | | | | | | | 0 | 424 | 494 | 633 |
| Charleston..... | | | | | | | | | | 0 | 88 | 816 |
| Savannah..... | | | | | | | | | | | 0 | 830 |
| Bermuda..... | | | | | | | | | | | | 0 |

| | Key West. | Habana. | St. Thomas. | Port Castries. | Demerara. | Pernambuco. | Bahia. | Rio de Janeiro. | Montevideo. | Buenos Aires. | Punta Arenas (Sandy Point). |
|---|-----------|---------|-------------|----------------|-----------|-------------|--------|-----------------|-------------|---------------|--------------------------------|
| East coasts of North and South America: | | | | | | | | | | | |
| New York..... | 1,171 | 1,215 | 1,428 | 1,746 | 2,209 | 3,696 | 4,096 | 4,778 | 5,768 | 5,808 | 6,390 |
| Portland..... | 1,400 | 1,444 | 1,562 | 1,853 | 2,289 | 3,701 | 4,101 | 4,783 | 5,773 | 5,873 | 6,455 |
| Boston..... | 1,348 | 1,392 | 1,516 | 1,808 | 2,253 | 3,660 | 4,066 | 4,748 | 5,738 | 5,838 | 6,420 |
| Quebec..... | 2,377 | 2,421 | 2,340 | 2,574 | 2,935 | 4,171 | 4,571 | 5,253 | 6,243 | 6,343 | 7,365 |
| Halifax..... | 1,568 | 1,612 | 1,613 | 1,873 | 2,279 | 3,575 | 3,975 | 4,657 | 5,647 | 5,747 | 6,769 |
| Charlottetown..... | 1,807 | 1,851 | 1,790 | 2,028 | 2,437 | 3,662 | 4,062 | 4,744 | 5,734 | 5,834 | 6,856 |
| Philadelphia..... | 1,093 | 1,137 | 1,437 | 1,762 | 2,225 | 3,746 | 4,146 | 4,828 | 5,818 | 5,918 | 6,940 |
| Baltimore..... | 1,049 | 1,093 | 1,414 | 1,743 | 2,204 | 3,758 | 4,158 | 4,840 | 5,830 | 5,930 | 6,952 |
| Newport News..... | 923 | 967 | 1,287 | 1,617 | 2,086 | 3,622 | 4,003 | 4,780 | 5,760 | 5,853 | 6,826 |
| Charleston..... | 598 | 642 | 1,194 | 1,554 | 1,984 | 3,031 | 4,031 | 4,713 | 5,703 | 5,803 | 6,825 |
| Savannah..... | 569 | 613 | 1,212 | 1,566 | 2,202 | 3,660 | 4,060 | 4,742 | 5,732 | 5,832 | 6,854 |
| Bermuda..... | 1,090 | 1,141 | 853 | 1,134 | 1,724 | 3,037 | 3,437 | 4,119 | 5,109 | 5,209 | 6,231 |

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) BETWEEN ATLANTIC
PORTS—Continued.

| | Key West. | Habana. | St. Thomas. | Port Castries. | Demerara. | Pernambuco. | Bahia. | Rio de Janeiro. | Montevideo. | Buenos Aires. | Punta Arenas (Sandy Point). |
|---|-----------|---------|-------------|----------------|-----------|-------------|--------|-----------------|-------------|---------------|--------------------------------|
| East coast of North and South America: | | | | | | | | | | | |
| Key West..... | 0 | 90 | 1,040 | 1,360 | 1,797 | 3,814 | 4,214 | 4,896 | 5,880 | 5,986 | 7,008 |
| Habana..... | | 0 | 1,019 | 1,360 | 1,869 | 3,509 | 3,909 | 4,591 | 5,581 | 6,031 | 6,703 |
| St. Thomas..... | | | 0 | 346 | 802 | 2,469 | 2,869 | 3,551 | 4,541 | 4,641 | 5,663 |
| Port Castries..... | | | | 0 | 461 | 2,155 | 2,555 | 3,237 | 4,227 | 4,327 | 5,349 |
| Demerara..... | | | | | 0 | 1,788 | 2,188 | 2,870 | 3,860 | 3,960 | 4,986 |
| Pernambuco..... | | | | | | 0 | 400 | 1,100 | 2,065 | 2,183 | 3,340 |
| Bahia..... | | | | | | | | 745 | 1,717 | 1,835 | 2,992 |
| Rio de Janeiro..... | | | | | | | 0 | | 1,056 | 1,162 | 2,228 |
| Montevideo..... | | | | | | | | | | 104 | 1,312 |
| Buenos Aires..... | | | | | | | | | | 0 | 1,386 |
| Punta Arenas (Sandy Point)..... | | | | | | | | | | | 0 |

| | Key West. | Apalachicola. | Pensacola. | Mobile. | Shieldsboro. | New Orleans. | Sabine City. | Galveston. | Matagorda. | Rio Grande. | Tampico. |
|--|-----------|---------------|------------|---------|--------------|--------------|--------------|------------|------------|-------------|----------|
| Shores of the Gulf of Mexico and the Caribbean Sea: | | | | | | | | | | | |
| Key West..... | 0 | | | | | | | | | | |
| Apalachicola..... | 357 | 0 | | | | | | | | | |
| Pensacola..... | 459 | 134 | 0 | | | | | | | | |
| Mobile..... | 512 | 195 | 77 | 0 | | | | | | | |
| Shieldsboro..... | 535 | 234 | 120 | 100 | 0 | | | | | | |
| New Orleans..... | 567 | 321 | 220 | 211 | 170 | 0 | | | | | |
| Sabine City..... | 724 | 401 | 406 | 391 | 353 | 351 | 0 | | | | |
| Galveston..... | 755 | 520 | 445 | 431 | 392 | 390 | 54 | 0 | | | |
| Matagorda..... | 847 | 642 | 559 | 545 | 507 | 505 | 192 | 134 | 0 | | |
| Rio Grande..... | 835 | 682 | 598 | 584 | 552 | 550 | 284 | 237 | 180 | 0 | |
| Tampico..... | 893 | 819 | 749 | 730 | 695 | 705 | 495 | 453 | 407 | 230 | 0 |
| Tuspan..... | 894 | 840 | 781 | 784 | 760 | 744 | 562 | 520 | 456 | 318 | 90 |
| Vera Cruz..... | 854 | 875 | 840 | 835 | 700 | 788 | 646 | 611 | 581 | 415 | 203 |
| Tabasco..... | 724 | 780 | 765 | 772 | 750 | 745 | 675 | 655 | 623 | 510 | 360 |
| Carmen..... | 694 | 762 | 751 | 751 | 728 | 738 | 675 | 658 | 662 | 530 | 393 |
| Campecho..... | 611 | 679 | 668 | 668 | 645 | 655 | 625 | 615 | 633 | 523 | 432 |
| Havana..... | 90 | 421 | 512 | 557 | 573 | 597 | 738 | 765 | 847 | 819 | 853 |
| Cienfuegos..... | 510 | 752 | 803 | 838 | 841 | 851 | 947 | 967 | 1,003 | 992 | 981 |
| Port Royal (Jamaica)..... | 758 | 1,014 | 1,064 | 1,090 | 1,102 | 1,112 | 1,208 | 1,228 | 1,264 | 1,248 | 1,237 |
| Port au Prince..... | 657 | 1,007 | 1,109 | 1,162 | 1,185 | 1,215 | 1,356 | 1,392 | 1,466 | 1,450 | 1,430 |
| Cape Haitien..... | 624 | 981 | 1,083 | 1,136 | 1,159 | 1,189 | 1,330 | 1,366 | 1,450 | 1,448 | 1,440 |
| Santo Domingo..... | 984 | 1,341 | 1,443 | 1,493 | 1,496 | 1,506 | 1,602 | 1,622 | 1,658 | 1,645 | 1,634 |
| St. Thomas..... | 1,040 | 1,397 | 1,499 | 1,552 | 1,575 | 1,605 | 1,746 | 1,772 | 1,782 | 1,754 | 1,746 |
| Poina a Pitro (Gunde- loup)..... | 1,313 | 1,670 | 1,772 | 1,825 | 1,848 | 1,725 | 2,019 | 2,055 | 2,045 | 2,037 | 2,110 |
| Port Castries (St. Lucia)..... | 1,360 | 1,717 | 1,819 | 1,842 | 1,895 | 1,925 | 2,066 | 2,112 | 2,102 | 2,094 | 2,159 |
| Belize..... | 590 | 799 | 848 | 875 | 872 | 882 | 989 | 985 | 1,047 | 986 | 981 |
| Grey Town..... | 965 | 1,174 | 1,223 | 1,250 | 1,247 | 1,257 | 1,344 | 1,360 | 1,422 | 1,361 | 1,356 |
| Colon (Aspinwall)..... | 1,086 | 1,295 | 1,344 | 1,371 | 1,368 | 1,380 | 1,465 | 1,481 | 1,543 | 1,482 | 1,477 |
| Cartagena..... | 1,112 | 1,379 | 1,428 | 1,455 | 1,452 | 1,462 | 1,549 | 1,565 | 1,627 | 1,566 | 1,561 |
| Curacao..... | 1,137 | 1,404 | 1,500 | 1,640 | 1,672 | 1,702 | 1,780 | 1,806 | 1,867 | 1,806 | 1,801 |
| Puerto Cabello..... | 1,244 | 1,001 | 1,703 | 1,756 | 1,779 | 1,803 | 1,895 | 1,911 | 1,973 | 1,912 | 1,907 |
| La Guaira..... | 1,282 | 1,639 | 1,741 | 1,794 | 1,817 | 1,846 | 1,938 | 1,949 | 2,011 | 1,950 | 1,945 |
| Port of Spain..... | 1,485 | 1,842 | 1,944 | 1,997 | 2,020 | 2,050 | 2,191 | 2,202 | 2,303 | 2,242 | 2,237 |

MOST DIRECT NAVIGABLE ROUTES (IN NAUTICAL MILES) BETWEEN ATLANTIC PORTS—Continued.

| | Tuspan. | Vera Cruz. | Tabasco. | Carmen. | Campeche. | Habana. | Cienfuegos. | Port Royal (Jamaica). | Port au Prince. | Cape Haitien. | Santo Domingo. |
|---|---------|------------|----------|---------|-----------|---------|-------------|-----------------------|-----------------|---------------|----------------|
| Shores of the Gulf of Mexico and the Caribbean Sea: | | | | | | | | | | | |
| Tuspan..... | 0 | | | | | | | | | | |
| Vera Cruz..... | 60 | 0 | | | | | | | | | |
| Tabasco..... | 305 | 204 | 0 | | | | | | | | |
| Carmen..... | 340 | 240 | 0 | 0 | | | | | | | |
| Campeche..... | 325 | 321 | 153 | 107 | 0 | | | | | | |
| Habana..... | 856 | 800 | 680 | 617 | 564 | 0 | | | | | |
| Cienfuegos..... | 951 | 920 | 785 | 755 | 682 | 482 | 0 | | | | |
| Port Royal (Jamaica)... | 1,207 | 1,170 | 1,041 | 1,011 | 938 | 740 | 327 | 0 | | | |
| Port au Prince..... | 1,400 | 1,384 | 1,243 | 1,213 | 1,140 | 653 | 528 | 208 | 0 | | |
| Cape Haitien..... | 1,410 | 1,388 | 1,253 | 1,223 | 1,150 | 614 | 533 | 316 | 205 | 0 | |
| Santo Domingo..... | 1,604 | 1,573 | 1,438 | 1,408 | 1,335 | 929 | 720 | 421 | 459 | 391 | 0 |
| St. Thomas..... | 1,874 | 1,843 | 1,708 | 1,678 | 1,605 | 1,019 | 958 | 684 | 630 | 412 | 302 |
| Pointe a Pitre (Guadeloupe)..... | 2,080 | 2,058 | 1,923 | 1,893 | 1,820 | 1,269 | 1,189 | 897 | 884 | 600 | 518 |
| Port Castles (St. Lucia)..... | 2,129 | 2,098 | 1,963 | 1,933 | 1,860 | 1,360 | 1,230 | 927 | 947 | 760 | 571 |
| Belize..... | 951 | 920 | 785 | 755 | 682 | 529 | 520 | 680 | 932 | 957 | 1,095 |
| Grey Town..... | 1,326 | 1,295 | 1,160 | 1,130 | 1,057 | 891 | 719 | 592 | 840 | 890 | 960 |
| Colon (Aspinwall)..... | 1,447 | 1,416 | 1,281 | 1,251 | 1,178 | 1,013 | 767 | 546 | 770 | 814 | 793 |
| Cartagena..... | 1,531 | 1,500 | 1,365 | 1,335 | 1,262 | 1,075 | 765 | 463 | 644 | 678 | 538 |
| Curacao..... | 1,771 | 1,740 | 1,605 | 1,575 | 1,502 | 1,145 | 900 | 580 | 662 | 698 | 398 |
| Puerto Cabello..... | 1,877 | 1,846 | 1,711 | 1,681 | 1,608 | 1,240 | 1,012 | 685 | 764 | 751 | 497 |
| La Guaira..... | 1,915 | 1,884 | 1,749 | 1,719 | 1,646 | 1,275 | 1,044 | 726 | 803 | 750 | 502 |
| Port of Spain..... | 2,207 | 2,176 | 2,041 | 2,011 | 1,938 | 1,521 | 1,288 | 990 | 1,065 | 394 | 675 |

| | St. Thomas. | Pointe a Pitre (Guadeloupe). | Port Castries (St. Lucia). | Belize. | Grey Town. | Colon (Aspinwall). | Cartagena. | Curacao. | Puerto Cabello. | La Guaira. | Port of Spain. |
|---|-------------|------------------------------|----------------------------|---------|------------|--------------------|------------|----------|-----------------|------------|----------------|
| Shores of the Gulf of Mexico and the Caribbean Sea: | | | | | | | | | | | |
| St. Thomas..... | 0 | | | | | | | | | | |
| Pointe a Pitre (Guadeloupe)..... | 262 | 0 | | | | | | | | | |
| Port Castries (St. Lucia)..... | 346 | 145 | 0 | | | | | | | | |
| Belize..... | 1,364 | 1,557 | 1,580 | 0 | | | | | | | |
| Grey Town..... | 1,182 | 1,345 | 1,334 | 591 | 0 | | | | | | |
| Colon (Aspinwall)..... | 1,014 | 1,164 | 1,144 | 724 | 242 | 0 | | | | | |
| Cartagena..... | 788 | 908 | 901 | 870 | 474 | 266 | 0 | | | | |
| Curacao..... | 461 | 531 | 513 | 1,140 | 817 | 677 | 415 | 0 | | | |
| Puerto Cabello..... | 502 | 519 | 462 | 1,276 | 736 | 794 | 551 | 111 | 0 | | |
| La Guaira..... | 434 | 466 | 403 | 1,322 | 654 | 726 | 587 | 148 | 65 | 0 | |
| Port of Spain..... | 510 | 343 | 218 | 1,586 | 1,318 | 1,137 | 902 | 452 | 391 | 324 | 0 |

DISTANCES BETWEEN ATLANTIC AND PACIFIC PORTS.

[United States Hydrographic Office.]

| Ports. | By Cape of Good Hope. | | | | | By Suez Canal | | |
|----------------|-----------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------|
| | Full-powered steam vessels. | Auxiliary steam. | | Sail alone. | | Auxiliary steam. | | Full-powered steam vessels. |
| | | North-east monsoon. | South-west monsoon. | North-east monsoon. | South-west monsoon. | North-east monsoon. | South-west monsoon. | |
| New York to— | | | | | | | | |
| Bombay..... | 11,250 | 12,670 | 11,820 | 13,310 | 12,460 | 8,370 | 8,120 | 8,120 |
| Colombo..... | 10,950 | 11,730 | 11,730 | 12,370 | 12,260 | 8,610 | 8,610 | 8,610 |
| Calcutta..... | 12,180 | 13,710 | 13,140 | 14,390 | 13,780 | 10,400 | 9,830 | 9,830 |
| Singapore..... | 12,150 | 12,850 | 13,120 | 13,490 | 13,700 | 10,170 | 10,170 | 10,170 |
| Hongkong..... | 13,590 | 14,750 | 14,560 | 15,430 | 15,200 | 12,110 | 11,610 | 11,610 |
| Shanghai..... | 14,340 | 15,560 | 15,370 | 16,510 | 16,010 | 12,920 | 12,410 | 12,360 |
| Yokohama..... | 15,020 | 16,450 | 16,120 | 16,900 | 16,760 | 13,820 | 13,160 | 13,040 |
| Melbourne..... | 12,670 | 12,840 | 12,840 | 13,460 | 13,460 | 15,030 | 15,010 | 12,790 |
| Sydney..... | 13,140 | 13,310 | 13,310 | 13,950 | 13,950 | 14,480 | 14,460 | 13,320 |
| Wellington .. | 13,710 | 14,240 | 14,240 | 14,880 | 14,880 | 15,680 | 15,660 | 14,230 |

| Ports. | By Magellan Strait. | | By Cape Horn. |
|--------------------|-----------------------------|--------------------------|---------------|
| | Full-powered steam vessels. | Auxiliary steam vessels. | |
| To New York from— | | | |
| Melbourne..... | 12,880 | 13,120 | 13,760 |
| Sydney..... | 12,700 | 13,050 | 13,760 |
| Wellington..... | 11,500 | 11,850 | 12,550 |
| Valparaiso..... | 8,460 | 8,680 | 9,400 |
| San Francisco..... | 13,090 | 14,670 | 15,420 |
| Esquimalt..... | 13,840 | 15,830 | 16,060 |
| Honolulu..... | 13,200 | 14,170 | 14,970 |
| New York to— | | | |
| Valparaiso..... | 8,460 | 9,130 | 9,420 |
| San Francisco..... | 13,090 | 15,350 | 15,060 |
| Esquimalt..... | 13,920 | 15,980 | 16,290 |
| Honolulu..... | 13,200 | 14,650 | 15,480 |

[French Hydrographic Office.]

| Ports. | Via Suez Canal. | | | | | | Via Straits of Magellan. | |
|-------------------|-----------------|-----------|-----------|-----------|------------|---------|--------------------------|-----------|
| | Calcutta. | Nagasaki. | Hongkong. | Yokohama. | Melbourne. | Sydney. | Manila. | Honolulu. |
| Boston..... | 9,677 | 12,397 | 11,330 | 12,909 | 12,741 | 13,197 | 15,975 | 13,234 |
| Philadelphia..... | 10,003 | 12,723 | 11,602 | 13,235 | 13,067 | 13,523 | 16,055 | 13,314 |
| Baltimore..... | 10,095 | 12,815 | 11,754 | 13,327 | 13,159 | 13,615 | 16,067 | 13,326 |
| Key West..... | 9,668 | 13,388 | 12,327 | 13,900 | 13,732 | 14,188 | 16,123 | 13,382 |
| New Orleans..... | 11,239 | 13,959 | 12,808 | 14,471 | 14,303 | 14,759 | 16,455 | 13,714 |

DISTANCES BETWEEN NEAR-BY PORTS.

[Coast and Geodetic Survey, U. S. Hydrographic Office.]

| Ports. | Bridgetown, Barbados. | Nassau, New Providence. | Weymouth, Nova Scotia. | Liverpool, Nova Scotia. | Port Antonio, Jamaica. | St. John, New Brunswick. | Nuevitas, Cuba. | Baracoa, Cuba. | Comox, British Columbia. | Victoria, British Columbia. | Vancouver, British Columbia. |
|-------------------------------|--------------------------|----------------------------|---------------------------|----------------------------|---------------------------|-----------------------------|--------------------|-------------------|--------------------------------|-----------------------------------|------------------------------------|
| Apalachicola..... | ..... | 715 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Baltimore..... | 1,860 | 915 | ..... | ..... | 1,290 | ..... | ..... | ..... | ..... | ..... | ..... |
| Bath..... | ..... | ..... | ..... | ..... | ..... | 210 | ..... | ..... | ..... | ..... | ..... |
| Beaufort, N. C..... | ..... | 590 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Belfast..... | ..... | 1,235 | ..... | ..... | ..... | 180 | ..... | ..... | ..... | ..... | ..... |
| Boston..... | 1,891 | ..... | ..... | ..... | 1,540 | 280 | ..... | ..... | ..... | ..... | ..... |
| Brunswick..... | ..... | 475 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Charleston..... | 1,640 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Eastport..... | ..... | ..... | ..... | ..... | ..... | 51 | ..... | ..... | ..... | ..... | ..... |
| Edgartown..... | ..... | ..... | ..... | ..... | ..... | 320 | ..... | ..... | ..... | ..... | ..... |
| Fernandina..... | 1,617 | 445 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Habana..... | ..... | 390 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Jacksonville..... | ..... | 400 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Key West..... | ..... | 325 | ..... | ..... | ..... | ..... | 345 | 480 | ..... | ..... | ..... |
| New York (L. I. Isl.)..... | ..... | ..... | ..... | ..... | ..... | 490 | ..... | ..... | ..... | ..... | ..... |
| New York (S. S. I. Isl.)..... | 1,829 | 965 | ..... | ..... | 1,420 | 537 | ..... | ..... | ..... | ..... | ..... |
| Pensacola..... | 1,945 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Philadelphia..... | 1,883 | 930 | ..... | ..... | 1,340 | 600 | ..... | ..... | ..... | ..... | ..... |
| Portland..... | 2,008 | 1,200 | 205 | 280 | ..... | 220 | ..... | ..... | ..... | ..... | ..... |
| Port Townsend..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 145 | 35 | 65 |
| St. Augustine..... | ..... | 420 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| San Juan..... | 512 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Savannah..... | 1,658 | ..... | ..... | ..... | ..... | 1,105 | ..... | ..... | ..... | ..... | ..... |
| Tampa..... | ..... | 605 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Waldoboro..... | ..... | ..... | ..... | ..... | ..... | 200 | ..... | ..... | ..... | ..... | ..... |

APPENDIX M.

WIRELESS ON SHIPS.

1. The act of June 24, 1910, which takes effect July 1, 1911, provides:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the first day of July, nineteen hundred and eleven, it shall be unlawful for any ocean-going steamer of the United States, or of any foreign country, carrying passengers and carrying fifty or more persons, including passengers and crew, to leave or attempt to leave any port of the United States unless such steamer shall be equipped with an efficient apparatus for radio-communication, in good working order, in charge of a person skilled in the use of such apparatus, which apparatus shall be capable of transmitting and receiving messages over a distance of at least one hundred miles, night or day: *Provided,* That the provisions of this Act shall not apply to steamers plying only between ports less than two hundred miles apart.

Sec. 2. That for the purpose of this Act apparatus for radio-communication shall not be deemed to be efficient unless the company installing it shall contract in writing to exchange, and shall, in fact, exchange, as far as may be physically practicable, to be determined by the master of the vessel, messages with shore or ship stations using other systems of radio-communication.

Sec. 3. That the master or other person being in charge of any such vessel which leaves or attempts to leave any port of the United States in violation of any of the provisions of this Act, shall, upon conviction, be fined in a sum not more than five thousand dollars, and any such fine shall be a lien upon such vessel, and such vessel may be libeled therefor in any district court of the United States within the jurisdiction of which such vessel shall arrive or depart, and the leaving or attempting to leave each and every port of the United States shall constitute a separate offense.

Sec. 4. That the Secretary of Commerce and Labor shall make such regulations as may be necessary to secure the proper execution of this Act by collectors of customs and other officers of the Government."

With a view to ascertaining to what extent wireless telegraphy is employed on vessels, collectors of customs on the Atlantic, Pacific, and Gulf coasts were requested to submit not later than September 1, 1910, a statement of vessels equipped with wireless and those which are not equipped, the statement of vessels equipped giving the name of the system of equipment, whether the equipment is owned by the steamer or leased, the wave length in meters, range in nautical miles, the power in kilowatts, and the call letters, which information is given in the following tables.

Where the same vessel appeared at different ports it appears in the following tabulation at but one port:

2. PASSENGER STEAMERS SUBJECT TO THE WIRELESS ACT OF JUNE 24, 1910, BY NATIONALITIES.

| Nationality. | Equipped. | Not equipped. | Total | Nationality. | Equipped. | Not equipped. | Total. |
|---------------|-----------|---------------|-------|------------------|-----------|---------------|--------|
| American..... | 149 | 63 | 212 | Norwegian..... | 4 | ..... | 4 |
| British..... | 89 | 58 | 147 | Russian..... | 4 | ..... | 4 |
| German..... | 43 | 23 | 66 | Greek..... | 3 | ..... | 3 |
| Italian..... | 28 | ..... | 28 | Brazilian..... | 3 | ..... | 3 |
| French..... | 15 | 7 | 22 | Honduranean..... | 2 | ..... | 2 |
| Austrian..... | 9 | ..... | 9 | Spanish..... | ..... | 11 | 11 |
| Dutch..... | 6 | 12 | 18 | Cuban..... | ..... | 3 | 3 |
| Belgian..... | 6 | 1 | 7 | Uruguayan..... | ..... | 1 | 1 |
| Japanese..... | 5 | 6 | 11 | Total..... | 370 | 185 | 555 |
| Danish..... | 4 | ..... | 4 | | | | |

3. PASSENGER STEAMERS SUBJECT TO THE WIRELESS ACT OF JUNE 24, 1910, BY PORTS.

| Port. | Equipped. | Not equipped. | Total. | Port. | Equipped. | Not equipped. | Total. |
|--------------------|-----------|---------------|--------|---------------------|-----------|---------------|--------|
| New York..... | 247 | 73 | 320 | Tampa..... | 2 | .. | 2 |
| San Francisco..... | 31 | 29 | 60 | Baltimore..... | 1 | 27 | 28 |
| Port Townsend..... | 26 | 27 | 53 | Key West..... | 1 | .. | 1 |
| New Orleans..... | 22 | 8 | 30 | Coos Bay..... | 1 | .. | 1 |
| Fall River..... | 19 | .. | 19 | San Juan, P. R..... | .. | 10 | 10 |
| Boston..... | 12 | 8 | 20 | Total..... | 370 | 185 | 555 |
| Philadelphia..... | 8 | 3 | 11 | | | | |

4. SUMMARY OF VESSELS EQUIPPED WITH WIRELESS.

| Line. | Flag. | Vessels. | Line. | Flag. | Vessels. |
|--|--------------|----------|---|--------------|----------|
| Hamburg-American Line. | German... | 21 | Porto Rico Line..... | American... | 4 |
| New England Navigation Co. | American... | 19 | Italia Società di Navigazione a Vapore. | Italian... | 3 |
| North German Lloyd.... | German... | 18 | Peninsular and Occidental Steamship Co. | American... | 3 |
| Leyland Line..... | British..... | 14 | Alaska Pacific Steamship Co. | ..do..... | 3 |
| White Star Line..... | ..do..... | 12 | Eastern Steamship Co..... | ..do..... | 3 |
| Mallory Steamship Co.... | American... | 12 | American Mail Steamship Co. | ..do..... | 3 |
| Pacific Coast Steamship Co. | ..do..... | 11 | Lloyd Brasileiro..... | Brazilian... | 3 |
| Cunard Steamship Co.... | British..... | 11 | La Veloce..... | Italian... | 3 |
| Compagnie Generale Transatlantique. | French..... | 10 | C. P. Dec..... | American... | 3 |
| United Fruit Co..... | British..... | 10 | Matson Navigation Co.... | ..do..... | 3 |
| Royal Mail Steam Packet Co. | ..do..... | 10 | Stella Americana..... | Italian... | 2 |
| Clyde Steamship Co..... | American... | 9 | Inter-Ocean Transportation Co. | American... | 2 |
| New York and Cuba Mail Steamship Co. | ..do..... | 9 | Alaska Coast Co..... | ..do..... | 2 |
| Ocean Steamship Co. of Savannah. | ..do..... | 9 | Merchants and Miners Transportation Co. | ..do..... | 2 |
| Austro Americana..... | Austrian... | 9 | Vaccaro Bros. & Co..... | Honduran... | 2 |
| Atlantic Transport Line.. | British..... | 8 | O & A. Irgons..... | Norwegian... | 2 |
| Allan Line..... | ..do..... | 8 | Norway, Mexico and Gulf Steamship Co. | ..do..... | 2 |
| Navigazione Generale Italiana. | Italian... | 8 | Metropolitan Steamship Co. | American... | 2 |
| Alaska Steamship Co.... | American... | 8 | Red "D" Line..... | ..do..... | 2 |
| Lloyd Italiano..... | Italian... | 7 | Lamport & Holt..... | British... | 2 |
| Pacific Mail Steamship Co. | American... | 6 | Red Cross Line..... | ..do..... | 2 |
| Holland-America Line.... | Dutch..... | 6 | Malne Steamship Co..... | American... | 2 |
| Panama Railroad Steamship Co. | American... | 6 | American Line..... | British... | 2 |
| Red Star Line..... | Belgian... | 6 | Hellenic Transatlantic Steam Navigation Co. | Greek..... | 2 |
| Lloyd Sabaudois..... | Italian... | 5 | Oceanic Steamship Co.... | American... | 2 |
| Nippon Yusen Kaisha..... | Japanese... | 5 | Charles McCormick..... | ..do..... | 1 |
| Old Dominion Steamship Co. | American... | 5 | Independent Steamship Co. | ..do..... | 1 |
| Southern Pacific Co..... | ..do..... | 5 | National Steam Navigation Co. of Greece. | Greek..... | 1 |
| Fabre Line..... | French..... | 5 | Black Diamond Steamship Line. | British... | 1 |
| San Francisco and Portland Steamship Co. | American... | 4 | Red Star Line..... | ..do..... | 1 |
| Hamburg-American Line (Atlas Service). | German..... | 4 | Insular Line..... | American... | 1 |
| Anchor Line..... | British... | 4 | Humboldt Steamship Co. | ..do..... | 1 |
| Det Forenede Dampskibs-Selskab. | Danish..... | 4 | Great Northern Steamship Co. | ..do..... | 1 |
| American Line..... | American... | 4 | Sudden & Christensen..... | ..do..... | 1 |
| Canadian Pacific Railway Co. | British..... | 4 | Total..... | | 370 |
| Russian East Asiatic Steamship Co. | Russian... | 4 | | | |

5. VESSELS EQUIPPED WITH WIRELESS

ARRIVING AT NEW YORK.

| Name of line and vessel. | System. | Wave length | Range. | Power | Call letters. |
|--|--------------|----------------|------------------------|------------------|---------------|
| Metropolitan Steamship Co. (American): | | <i>Meters.</i> | <i>Nautical miles.</i> | <i>Kilowatts</i> | |
| Harvard..... | Marconi..... | 300 | 100 | 0 35 | M. G. H. |
| Yale..... | do..... | 300 | 100 | .35 | M G. Y. |
| American Line (American): | | | | | |
| Philadelphia..... | do..... | 300-600 | 250 | 2 00 | MPH |
| St. Paul..... | do..... | 300-600 | 150 | .35 | MSP |
| St. Louis..... | do..... | 300-600 | 150 | .35 | MSL |
| New York..... | do..... | 300-600 | 150 | .35 | MNK |
| Southern Pacific Co. (Atlantic Steamship) (American): | | | | | |
| Crocle..... | United..... | 506 | a 100 | 1.00 | KR |
| Antilles..... | do..... | 110 | a 100 | 1.00 | KA |
| Momus..... | do..... | 391 | a 100 | 1.00 | KM |
| Comus..... | do..... | 130 | a 100 | 1.00 | KD |
| Protens..... | do..... | 445 | a 100 | 1.00 | KP |
| Insular Line (American): | | | | | |
| S. V. Luckenbach..... | do..... | 490 | 200 | 2 00 | YA |
| Old Dominion Steamship Co. (American): | | | | | |
| Monroe..... | do..... | 252 | 100 | 1 00 | OM |
| Jefferson..... | do..... | 245 | 100 | 1 00 | OD |
| Hamilton..... | do..... | 315 | 100 | 1.00 | OA |
| Princess Anne..... | do..... | 260 | 100 | 1.00 | OB |
| Jamestown..... | do..... | 330 | 100 | 1 00 | OC |
| Red "D" Line (American): | | | | | |
| Philadelphia..... | do..... | 398 | 200 | 1.00 | DA |
| Caracas..... | do..... | 377 | 200 | 1.00 | DB |
| Mallory Steamship Co. (American): | | | | | |
| Brazos..... | do..... | 360 | 200 | 1.00 | AZ |
| San Jacinto..... | do..... | 470 | 200 | 1.00 | AS |
| Denver..... | do..... | 462 | 200 | 1.00 | AD |
| Concho..... | do..... | 360 | 200 | 1.00 | AC |
| Neuces..... | do..... | 362 | 200 | 1.00 | AH |
| Lampasas..... | do..... | 471 | 200 | 1.00 | AP |
| Alamo..... | do..... | 414 | 200 | 1.00 | AJ |
| Comal..... | do..... | 410 | 200 | 1.00 | AM |
| Sabine..... | do..... | 370 | 200 | 1.00 | AB |
| Rio Grande..... | do..... | 360 | 200 | 1.00 | AG |
| San Marcos..... | do..... | 406 | 200 | 1.00 | AK |
| Colorado..... | do..... | 381 | 200 | 1.00 | AF |
| Clyde Steamship Co (American): | | | | | |
| Cherokee..... | do..... | 356 | 200 | 1.00 | VK |
| Seminole..... | do..... | 281 | 200 | 1.00 | VJ |
| Mohawk..... | do..... | 410 | 200 | 1.00 | VM |
| Apache..... | do..... | 389 | 200 | 1.00 | VA |
| Comanche..... | do..... | 469 | 200 | 1.00 | VC |
| Iroquois..... | do..... | 414 | 200 | 1.00 | VF |
| Algonquin..... | do..... | 414 | 200 | 1.00 | VG |
| Illion..... | do..... | 329 | 200 | 1.00 | VN |
| Arasahoe..... | do..... | 414 | 200 | 1.00 | VB |
| New York and Cuba Mail Steamship Co. (American): | | | | | |
| Havana..... | do..... | 531 | 200 | 1.00 | WH |
| Saratoga..... | do..... | 580 | 200 | 1.00 | WS |
| Mexico..... | do..... | 553 | 200 | 1.00 | WX |
| Merida..... | do..... | 497 | 200 | 1.00 | WM |
| Morro Castle..... | do..... | 400 | 200 | 1.00 | WC |
| Esperanza..... | do..... | 423 | 200 | 1.00 | WZ |
| Monterey..... | do..... | 414 | 200 | 1.00 | WY |
| Vigilancia..... | do..... | 423 | 200 | 1.00 | WV |
| Segurana..... | do..... | 330 | 200 | 1.00 | WG |
| Ocean Steamship Co. of Savannah (American): | | | | | |
| City of Montgomery..... | do..... | 459 | 200 | 1.00 | FY |
| City of St. Louis..... | do..... | 414 | 200 | 1.00 | FX |
| City of Columbus..... | do..... | 460 | 200 | 1.00 | FA |
| City of Atlanta..... | do..... | 430 | 200 | 1.00 | FB |
| City of Savannah..... | do..... | 442 | 200 | 1.00 | FK |
| City of Memphis..... | do..... | 475 | 200 | 1.00 | FD |
| City of Augusta..... | do..... | 510 | 200 | 1.00 | FJ |
| City of Macon..... | do..... | 430 | 200 | 1.00 | FC |
| Nacoochee..... | do..... | 430 | 200 | 1.00 | FP |
| Porto Rico Line (American): | | | | | |
| Coamo..... | do..... | 545 | 200 | 1.00 | CA |
| Carolina..... | do..... | 581 | 200 | 1.00 | CB |
| San Juan..... | do..... | 430 | 200 | 1.00 | CJ |
| Ponce..... | do..... | 436 | 200 | 1.00 | CP |

a Or more.

5 VESSELS EQUIPPED WITH WIRELESS—(continued.)

ARRIVING AT NEW YORK—Continued

| Name of line and vessel. | System. | Wave length. | Range. | Power. | Call letters. |
|---|-----------------|----------------|------------------------|-------------------|---------------|
| Panama Railroad steamships (American): | | <i>Meters.</i> | <i>Nautical miles.</i> | <i>Kilowatts.</i> | |
| Allianca..... | United..... | 414 | 200 | 2 00 | MA |
| Cristobal..... | do..... | 114 | 200 | 2 00 | MD |
| Panama..... | do..... | 423 | 200 | 1 00 | MH |
| Ancon..... | do..... | 519 | 200 | 2 00 | MS |
| Advance..... | do..... | 345 | 200 | 1 00 | MV |
| Colon..... | do..... | 114 | 200 | 1 00 | MX |
| Maine Steamship Co. (American): | | | | | |
| North Land..... | do..... | 305 | 150 | 1 00 | JD |
| North Star..... | do..... | 374 | 150 | 1 00 | JS |
| Austro-American (Austrian): | | | | | |
| Alice..... | Marconi..... | 500 | 160 | Coil set. | M. U. L. |
| Argentina..... | do..... | 500 | 150 | Coil set. | M. U. G. |
| Laura..... | do..... | 500 | 160 | Coil set. | M. U. R. |
| Martha Washington..... | do..... | 500 | 160 | Coil set. | M. U. W. |
| Oceania..... | do..... | 500 | 160 | Coil set. | M. U. O. |
| Atlanta..... | Telefunken..... | 300-150-600 | 300 | 1 50 | O. A. A. |
| Columbia..... | do..... | 300-150-600 | 300 | 1 50 | O. A. C. |
| Francesca..... | do..... | 300-150-600 | 300 | 1 50 | M. U. F. |
| Sofia Hohenberg..... | do..... | 300-150-600 | 300 | 1 50 | O. A. H. |
| Red Star Line (Belgian): | | | | | |
| Finland..... | Marconi..... | 110-300-600 | 140 | .35 | MFD |
| Gothland..... | do..... | 110-300-600 | 140 | .35 | MHD |
| Kronland..... | do..... | 110-300-600 | 140 | .35 | MKD |
| Lapland..... | do..... | 110-300-600 | 140 | .35 | MFD |
| Samland..... | do..... | 110-300-600 | 140 | .35 | MYD |
| Vaderland..... | do..... | 110-300-600 | 110 | .35 | MVD |
| Lloyd Brasileiro (Brazilian): | | | | | |
| São Paulo..... | United..... | 430 | 200 | 2 00 | UWK |
| Minas Geraes..... | do..... | 487 | 200 | 2 00 | UWN |
| Rio de Janeiro..... | do..... | 435 | 200 | 2 00 | UWR |
| Red Star Line (British): | | | | | |
| Zeeland..... | Marconi..... | 110-300-600 | 110 | .35 | MZD |
| Lampart & Holt (British): | | | | | |
| Verdi..... | United..... | 480 | 200 | 2 00 | UVD |
| Vasari..... | do..... | 163 | 200 | 2 00 | UVR |
| Red Cross Line (British): | | | | | |
| Bornu..... | Marconi..... | 1,200 | 300 | 1 50 | M. Z. B. |
| Florizel..... | do..... | 1,200 | 300 | 1 50 | M. Z. L. |
| Black Diamond Steamship Line (British): | | | | | |
| Rosalind..... | do..... | 1,200 | 300 | 1 50 | M. Z. R. |
| United Fruit Co. (British): | | | | | |
| Almirante..... | Fessenden..... | 500 | 350 | 2 00 | UN |
| Santa Marta..... | do..... | 500 | 350 | 2 00 | UX |
| Zacapa..... | do..... | 500 | 350 | 2 00 | UZ |
| Metapan..... | do..... | 500 | 350 | 2 00 | UVA |
| Cunard Steamship Co. (British): | | | | | |
| Campania..... | Marconi..... | 300-600 | 100 | .35 | MCA |
| Carmania..... | do..... | 300-600 | 100 | .35 | MAA |
| Carpathia..... | do..... | 300-600 | 100 | .35 | MPA |
| Ivernia..... | do..... | 300-600 | 100 | .35 | MIA |
| Pannonia..... | do..... | 300-600 | 100 | .35 | MNA |
| Saxonia..... | do..... | 300-600 | 100 | .35 | MSA |
| Ullonia..... | do..... | 300-600 | 100 | .35 | MTA |
| Lusitania..... | do..... | 300-600 | 250 | 1 50 | MFA |
| Mauretania..... | do..... | 300-600 | 250 | 1 50 | MGA |
| Franconia..... | do..... | 300-600 | 250 | 1 50 | MEA |
| Caronia..... | do..... | 300-600 | 350 | 5 00 | MRA |
| American Line (British): | | | | | |
| Haverford..... | do..... | 300-600 | 150 | .35 | MJH |
| Merion..... | do..... | 300-600 | 150 | .35 | MJM |
| Anchor Line (British): | | | | | |
| Columbia..... | do..... | 300-600 | 150 | .35 | MOI |
| Caledonia..... | do..... | 300-600 | 150 | .35 | MAT |
| California..... | do..... | 300-600 | 150 | .35 | MCI |
| Furnessia..... | do..... | 300-600 | 150 | .35 | MFI |
| White Star Line (British): | | | | | |
| Adriatic..... | do..... | 300-600 | 150 | .35 | MHC |
| Majestic..... | do..... | 300-600 | 150 | .35 | MMC |
| Oceanic..... | do..... | 300-600 | 150 | .35 | MOC |
| Teutonic..... | do..... | 300-600 | 150 | .35 | MTC |
| Baltic..... | do..... | 300-600 | 150 | .35 | MBC |
| Cedric..... | do..... | 300-600 | 150 | .35 | MDC |
| Celtic..... | do..... | 300-600 | 150 | .35 | MLC |
| Arabic..... | do..... | 300-600 | 150 | .35 | MFC |
| Cymric..... | do..... | 300-600 | 150 | .35 | MGC |

a Owned.

5. VESSELS EQUIPPED WITH WIRELESS—Continued.

ARRIVING AT NEW YORK—Continued.

| Name of line and vessel | System. | Wave length. | Range. | Power | Call letters. |
|--|----------------|---------------|------------------------|------------------|---------------|
| | | <i>Meters</i> | <i>Nautical miles.</i> | <i>Kilowatts</i> | |
| White Star Line (British)—Con. | | | | | |
| Cretic..... | Marconi..... | 300-600 | 150 | 1.50 | MRC |
| Canopic..... | do..... | 300-600 | 150 | 1.50 | MPC |
| Romane..... | do..... | 300-600 | 150 | 1.50 | MNC |
| Atlantic Transport Line (British): | | | | | |
| Minneapolis..... | do..... | 300-110 | 100 | .35 | MMN |
| Minnehaha..... | do..... | 300-110 | 100 | .35 | MMA |
| Minnetonka..... | do..... | 300-110 | 100 | .35 | MMK |
| Minnewaska..... | do..... | 600-300 | 200 | 1.50 | MMW |
| Mesaba..... | do..... | 600-300 | 150 | .35 | MMV |
| Manitou..... | do..... | 600-300 | 150 | .35 | MNM |
| Marquette..... | do..... | 600-300 | 150 | .35 | MNQ |
| Menominee..... | do..... | 600-300 | 150 | .35 | MNE |
| Royal Mail Steam Packet Co. (British): | | | | | |
| Oruba..... | United..... | 462 | 200 | 2.00 | RNU |
| Tagus..... | do..... | 621 | 200 | 2.00 | RNS |
| Tien..... | do..... | 414 | 200 | 1.00 | RNR |
| Atrato..... | do..... | 610 | 200 | 2.00 | RNA |
| Magdalena..... | do..... | 600 | 200 | 2.00 | RND |
| Nile..... | do..... | 600 | 200 | 2.00 | RNJ |
| Clyde..... | do..... | 600 | 200 | 2.00 | RNK |
| Thames..... | do..... | 600 | 200 | 2.00 | RNM |
| Oroava..... | do..... | 538 | 200 | 2.00 | RNV |
| Ortona..... | do..... | 600 | 200 | 2.00 | RNQ |
| Det. Forenede Dampskibs-Selskab (Danish): | | | | | |
| C. F. Tielgen..... | De Forest..... | 300-600 | 220 | 1.50 | DCF |
| Hellig Olav..... | do..... | 300-600 | 220 | 1.50 | DHO |
| Oscar II..... | do..... | 300-600 | 220 | 1.50 | DOR |
| United States..... | do..... | 300-600 | 220 | 1.50 | DUS |
| Holland-America Line (Dutch): | | | | | |
| Nieuw Amsterdam..... | Marconi..... | 120-300-600 | 220 | 1.00 | MIIB |
| Noordam..... | do..... | 120-300-600 | 175 | .35 | MIA |
| Potsdam..... | do..... | 120-300-600 | 175 | .35 | MIH |
| Rijndam..... | do..... | 120-300-600 | 175 | .35 | MHY |
| Rotterdam..... | do..... | 120-300-600 | 220 | 1.00 | MIR |
| Statendam..... | do..... | 120-300-600 | 175 | .35 | MIS |
| Fabre Line (French): | | | | | |
| Roma..... | do..... | 300-600 | 150 | .45 | MRB |
| Germania..... | do..... | 300-600 | 150 | .45 | MGE |
| Madonna..... | do..... | 300-600 | 150 | .45 | MMB |
| Venezia..... | do..... | 300-600 | 150 | .45 | MVZ |
| St. Anna..... | do..... | 300-600 | 500 | 1.50 | MSS |
| Compagnie Generale Transatlantique (French): | | | | | |
| La Provence..... | do..... | 300-600 | 150-300 | 5.00 | MLP |
| La Savoie..... | do..... | 300-600 | 150-300 | 5.00 | MLS |
| La Lorraine..... | do..... | 300-600 | 150-300 | 5.00 | MLL |
| La Touraine..... | do..... | 300-600 | 150-300 | 5.00 | MLT |
| La Gascogne..... | do..... | 300-600 | 150-300 | 5.00 | MLG |
| La Bretagne..... | do..... | 300-600 | 150-300 | 5.00 | MLB |
| Chicago..... | do..... | 300-600 | 150-300 | 5.00 | MLY |
| Caroline..... | do..... | 300-600 | 150-300 | 5.00 | MSO |
| Florida..... | do..... | 300-600 | 150-300 | 5.00 | MSR |
| Niagara..... | do..... | 300-600 | 150-300 | 5.00 | MSQ |
| Hamburg American Line, Atlas Service (German): | | | | | |
| Prinz August Wilhelm..... | United..... | 471 | 200 | 1.00 | SH |
| Prinz Eitel Friedrich..... | do..... | 471 | 200 | 1.00 | SH |
| Prinz Jochen..... | do..... | 445 | 200 | 1.00 | SP |
| Prinz Sigismund..... | do..... | 519 | 200 | 1.00 | SG |
| Hamburg American Line (German): | | | | | |
| Kaiserin Auguste Victoria..... | Marconi..... | 110-300-600 | 220 | 1.00 | DDA |
| Amerika..... | do..... | 110-300-600 | 220 | 1.00 | DDR |
| Deutschland..... | do..... | 300-600 | 220 | 1.00 | DDI |
| Cleveland..... | do..... | 110-300-600 | 220 | 1.00 | DDV |
| Cincinnati..... | do..... | 110-300-600 | 220 | 1.00 | DDC |
| Moltke..... | do..... | 300-600 | 175 | .35 | DDM |
| Blucher..... | do..... | 300-600 | 220 | 1.00 | DDB |
| Oceana..... | United..... | 560 | 200 | 1.00 | SK |
| President Grant..... | Marconi..... | 300-600 | 175 | .35 | DDS |
| President Lincoln..... | do..... | 300-600 | 175 | .35 | DDI |
| Prinz Adalbert..... | do..... | 300-600 | 140 | .35 | DDZ |
| Hamburg..... | do..... | 300-600 | 175 | .35 | DDH |
| Graf Waldersee..... | do..... | 300-600 | 175 | .35 | DDW |
| Patricia..... | do..... | 300-600 | 175 | .35 | DDP |

a Owned.

5. VESSELS EQUIPPED WITH WIRELESS—Continued.

ARRIVING AT NEW YORK—Continued.

| Name of line and vessel. | System. | Wave length. | Range. | Power. | Call letters. |
|--|------------------------------|----------------|------------------------|------------------|---------------|
| Hamburg American Line (German)—Continued. | | <i>Meters.</i> | <i>Nautical miles.</i> | <i>Kilowatts</i> | |
| Pennsylvania..... | Marconi..... | 300-600 | 175 | 0.35 | DDN |
| Pretoria..... | do..... | 300-600 | 175 | .35 | DDT |
| Batavia..... | do..... | 300-600 | 175 | .35 | DDJ |
| Prinz Oskar..... | do..... | 300-600 | 140 | .35 | DDO |
| Pollanza..... | do..... | 300-450-600 | 175 | 1.00 | DDQ |
| Pisa..... | do..... | 300-450-600 | 175 | 1.00 | DDF |
| Bulgaria..... | do..... | 300-600 | 175 | .35 | DDG |
| North German Lloyd (German): | | | | | |
| Baharossa..... | do..... | 300-600 | 175 | .35 | DKS |
| Berlin..... | do..... | 110-300-600 | 220 | 1.00 | DKB |
| Friedrich der Grosse..... | do..... | 300-600 | 175 | .35 | DKD |
| George Washington..... | do..... | 110-300-600 | 220 | 1.00 | DKN |
| Grosser Kurfurst..... | do..... | 300-600 | 175 | .35 | DKG |
| Kaiser Wilhelm der Grosse..... | do..... | 110-300-600 | 220 | 1.00 | DKW |
| Kaiser Wilhelm II..... | do..... | 110-300-600 | 220 | 1.00 | DKM |
| Konig Albert..... | do..... | 300-600 | 175 | .35 | DKO |
| Konigin Luise..... | do..... | 300-600 | 175 | .35 | DKL |
| Kronprinzessin Cecilie..... | do..... | 110-300-600 | 220 | 1.00 | DKA |
| Kronprinz Wilhelm..... | do..... | 110-300-600 | 220 | 1.00 | DKP |
| Mam..... | do..... | 300-600 | 175 | .35 | DKI |
| Neckar..... | do..... | 300-600 | 175 | .35 | DKK |
| Prinzess Alice..... | do..... | 300-600 | 175 | .35 | DKZ |
| Prinzess Irene..... | do..... | 300-600 | 175 | .35 | DKE |
| Prinz Friedrich Wilhelm..... | do..... | 110-300-600 | 220 | 1.00 | DKF |
| Rhein..... | do..... | 300-600 | 175 | .35 | DKR |
| Bremen..... | Telefunken..... | 300-600 | 110 | ..... | DBR |
| National Steam Navigation (Ltd) of Greece (Greek): | | | | | |
| Patris..... | Marconi..... | 300-600 | 140 | .35 | MPT |
| Hellenic Transatlantic Steam Navigation Co. (Ltd.) (Greek): | | | | | |
| Athina..... | do..... | 300-600 | 140 | .35 | MTI |
| Themistocles..... | do..... | 300-600 | 140 | .35 | MTH |
| Sicula Americana (Italian): | | | | | |
| San Giorgio..... | do..... | 300-600 | 140 | .35 | M. S. H. |
| San Giovanni..... | do..... | 300-600 | 140 | .35 | M. S. F. |
| Italia Società di Navigazione a Vapore (Italian): | | | | | |
| Verona..... | do..... | 300-600 | 400-450 | 5.00 | MOV |
| Ancona..... | do..... | 300-600 | 400-450 | 5.00 | MOA |
| Taormina..... | do..... | 300-600 | 400-450 | 5.00 | MOT |
| Navigazione Generale-Italiana (Italian): | | | | | |
| Duca Degli Abruzzi..... | do..... | 300-600 | 400-500 | 5.00 | MAD |
| Duca di Genova..... | do..... | 300-600 | 400-500 | 5.00 | MAE |
| Sannio..... | do..... | 300-600 | 140 | .50 | MRF |
| Lazio..... | do..... | 300-600 | 140 | .50 | MRZ |
| Lombardia..... | do..... | 300-600 | 200-250 | 1.50 | MAB |
| Liguria..... | do..... | 300-600 | 200-250 | 1.50 | MAL |
| Duca d'Aosta..... | do..... | 300-600 | 400-450 | 5.00 | MAO |
| La Veloce (Italian): | | | | | |
| America..... | do..... | 300-360 | 400-450 | 5.00 | MVS |
| Europa..... | do..... | 300-360 | 150 | .50 | MVE |
| Oceania..... | do..... | 300-360 | 400-450 | 5.00 | RFNT |
| Lloyd Italiano (Italian): | | | | | |
| Florida..... | do..... | 300-800 | a 250 | 1.50 | MAV |
| Indiana..... | do..... | 300-800 | a 250 | 1.50 | MAK |
| Luisiana..... | do..... | 300-800 | a 250 | 1.50 | MAM |
| Virginia..... | do..... | 300-800 | a 250 | 1.50 | MAH |
| Mendoza..... | do..... | 300-800 | a 250 | 1.50 | MAF |
| Cordova..... | do..... | 300-800 | a 250 | 1.50 | MAG |
| P. Mafalda..... | do..... | 600-1,500 | a 500 | 5.00 | MIM |
| Lloyd Sabaud (Italian): | | | | | |
| Principe di Udine..... | do..... | 300-600 | 400-450 | 5.00 | MRV |
| Tomaso di Savoia..... | do..... | 300-600 | 150 | .50 | MRS |
| Re'd Italia..... | do..... | 300-600 | 150 | .50 | MRI |
| Regina d'Italia..... | do..... | 300-600 | 150 | .50 | MRC |
| Principe di Piemonte..... | do..... | 300-600 | 150 | .50 | MRP |
| Russian American Line (Russian East Asiatic Steamship Co.) (Russian): | | | | | |
| Russia..... | De Forest ^b | 300-600 | c 300-400 | 2.00 | S. R. N. |
| Lituania..... | do..... | 300-600 | c 300-400 | 2.00 | S. L. A. |
| Birma..... | do..... | 300-600 | c 300-400 | 2.00 | S. B. A. |
| Estonia..... | do..... | 300-600 | c 300-400 | 2.00 | S. E. A. |

^a Minimum.^b Owned. The Amalgamated Radio Telegraph.^c At night.

5. VESSELS EQUIPPED WITH WIRELESS—Continued.

ARRIVING AT SAN FRANCISCO.

| Name of line and vessel. | System. | Wave length. | Range. | Power | Call letters. |
|--|-------------|---------------|-----------------------|-------------------|---------------|
| Pacific Mail Steamship Co. (American): | | <i>Meters</i> | <i>Nautical miles</i> | <i>Kilowatts.</i> | |
| Asia..... | United..... | | 1,200-1,800 | 5.00, 1.00 | WT |
| China..... | do..... | | 1,200-1,800 | 5.00, 1.00 | WA |
| Korea..... | do..... | | 1,000-2,000 | 5.00, 2.00 | WK |
| Manchuria..... | do..... | | 1,200-1,800 | 5.00, 1.00 | WE |
| Mongolia..... | do..... | | 1,200-1,800 | 5.00, 1.00 | WN |
| Siberia..... | do..... | | 1,200-1,800 | 5.00, 1.00 | WU |
| San Francisco and Portland Steamship Co. (American): | | | | | |
| Bear..... | do..... | | 500-800 | 1.00 | WD |
| Beaver..... | do..... | | 500-800 | 1.00 | WB |
| Kansas City..... | do..... | | 500-800 | 1.00 | AX |
| Rose City..... | Massie..... | | 500-800 | 1.00 | H2 |
| Pacific Coast Co. (American): | | | | | |
| City of Puebla..... | United..... | | 500-1,000 | 1.00 | GQ |
| Governor..... | do..... | | 1,000-1,600 | 2.00 | GV |
| President..... | do..... | | 1,000-1,600 | 2.00 | GW |
| Queen..... | do..... | | 500-1,000 | 1.00 | GX |
| Santa Rosa..... | do..... | | 500-1,000 | 1.00 | GI |
| Senator..... | do..... | | 500-1,000 | 1.00 | GS |
| Spokane..... | do..... | | 500-1,000 | 1.00 | GE |
| State of California..... | do..... | | 500-1,000 | 1.00 | GL |
| Umatilla..... | do..... | | 900-1,500 | 2.00 | GU |
| Independent Steamship Co. (American): | | | | | |
| Hanalei..... | do..... | | 500-800 | 1.00 | IIN |
| C. P. Doe (American): | | | | | |
| George W. Elder..... | do..... | | 500-800 | 1.00 | AY |
| Roanoke..... | do..... | | 500-800 | 1.00 | AQ |
| Santa Clara..... | do..... | | 580-800 | 1.00 | AK |
| Matson Navigation Co. (American): | | | | | |
| Hillman..... | do..... | | 500-1,200 | 1.00 | P2 |
| Lurline..... | Massie..... | | 800-1,500 | 3.00 | U2 |
| Wilhelmina..... | United..... | | 900-1,500 | 2.00 | NII |
| Chas. McCormick (American): | | | | | |
| Klamath..... | do..... | | 500-800 | 1.00 | NI |
| Oceanic Steamship Co. (American): | | | | | |
| Mariposa..... | do..... | | 800-1,200 | 2.00 | HK |
| Sierra..... | do..... | | 900-1,500 | 2.00 | SM |
| Sudden and Christensen (American): | | | | | |
| Norwood..... | do..... | | 500-800 | 1.00 | SG |
| Inter-Ocean Transportation Co. (American): | | | | | |
| Redondo..... | do..... | | 500-800 | 1.00 | SU |

ARRIVING AT FALL RIVER, MASS.

| | | | | | |
|--|-------------|-----|----|------|----|
| New England Navigation Co. (American): | | | | | |
| Commonwealth..... | Massie..... | 300 | 60 | 0.25 | CW |
| Priscilla..... | do..... | 300 | 60 | .25 | CA |
| Puritan..... | do..... | 300 | 60 | .25 | RN |
| Providence..... | do..... | 300 | 60 | .25 | PV |
| Plymouth..... | do..... | 300 | 60 | .25 | HY |
| Pilgrim..... | do..... | 300 | 60 | .25 | GM |
| Maine..... | do..... | 300 | 60 | .25 | MA |
| New Hampshire..... | do..... | 300 | 60 | .25 | NS |
| City of Lowell..... | do..... | 300 | 60 | .25 | WE |
| Chester W. Chapin..... | do..... | 300 | 60 | .25 | HN |
| Boston..... | do..... | 300 | 60 | .25 | BN |
| Peggonnock..... | do..... | 300 | 60 | .25 | NK |
| City of Taunton..... | do..... | 300 | 60 | .25 | Q |
| Old Colony..... | do..... | 300 | 60 | .25 | MC |
| Bunker Hill..... | do..... | 300 | 60 | .25 | MR |
| Massachusetts..... | do..... | 300 | 60 | .25 | MS |
| Mohegan..... | do..... | 300 | 60 | .25 | MO |
| Mohawk..... | do..... | 300 | 60 | .25 | MK |
| New Haven..... | do..... | 300 | 60 | .25 | MV |

ARRIVING AT KEY WEST, FLA.

| | | | | | |
|---|-------------|-----|-----|------|----|
| Peninsular and Occidental Steamship Co. (American): | | | | | |
| Miami..... | United..... | 300 | 200 | 1.00 | OZ |

5. VESSELS EQUIPPED WITH WIRELESS -Continued.

ARRIVING AT PORT TOWNSEND.

| Name of line and vessel. | System. | Wave length. | Range. | Power | Call letters. |
|--|--------------------------|----------------|------------------------|-------------------|---------------|
| | | <i>Meters.</i> | <i>Nautical miles.</i> | <i>Kilowatts.</i> | |
| Alaska Coast Co. (American): | | | | | |
| Bertha..... | United..... | 425 | 400 | 1.50 | P9 |
| Portland..... | do..... | 425 | 400 | 1.50 | P3 |
| Alaska Pacific Steamship Co. (American): | | | | | |
| Buckman..... | do..... | 425 | 400 | 1.50 | P7 |
| Watson..... | do..... | 425 | 400 | 1.50 | P8 |
| Admiral Sampson..... | do..... | 425 | 400 | 1.50 | AS |
| Alaska Steamship Co. (American): | | | | | |
| Latouche..... | do..... | 350 | 700 | 1.00 | A1 |
| Seward..... | do..... | 300 | 400 | 1.00 | AV |
| Northwestern..... | do..... | 450 | 1,200 | 2.00 | AN |
| Olympia..... | do..... | 450 | 1,200 | 2.00 | AW |
| Jettersen..... | do..... | 300 | 300 | 1.00 | HM |
| Victoria..... | do..... | 450 | 1,500 | 2.00 | AD |
| Dolphin..... | do..... | 300 | 300 | 1.00 | AU |
| Alameda..... | do..... | 450 | 1,000 | 2.00 | HD |
| Great Northern Steamship Co. (American): | | | | | |
| Minnesota..... | do..... | 600 | 1,500 | 2.00 | MI |
| Humboldt Steamship Co. (American): | | | | | |
| Humboldt..... | do..... | 300 | 120 | 1.00 | HX |
| Pacific Coast Steamship Co. (American): | | | | | |
| City of Seattle..... | do..... | 300 | 500 | 1.00 | GA |
| Cottage City..... | do..... | 300 | 300 | 1.00 | GK |
| Canadian Pacific Railway Co. (British): | | | | | |
| Princess Victoria..... | do..... | 400 | 100-1,000 | 2.00 | C.P.V. |
| Princess Royal..... | do..... | 300 | 100-700 | 2.00 | C.P.R. |
| Princess May..... | do..... | 300 | 100-800 | 2.00 | C.P.M. |
| Princess Charlotte..... | do..... | 400 | 100-1,000 | 2.00 | C.P.C. |
| Nippon Yusen Kaisha (Japanese): | | | | | |
| Tamba Maru..... | Japanese Government..... | 300 | 100-1,400 | 2.00 | Y.T.B. |
| Awa Maru..... | do..... | 300 | 400-1,400 | 2.00 | Y.A.W. |
| Kamakura Maru..... | do..... | 300 | 400-1,400 | 2.00 | Y.K.M. |
| Sado Maru..... | do..... | 300 | 400-1,400 | 2.00 | Y.S.D. |
| Inaba Maru..... | do..... | 300 | 400-1,400 | 2.00 | Y.I.B. |

ARRIVING AT NEW ORLEANS.

| | | | | | |
|---|----------------|-----|-----|------|-----|
| United Fruit Co. (British): | | | | | |
| Abungarez..... | United..... | 400 | 350 | 2.00 | UF |
| Parismina..... | Fessenden..... | 400 | 350 | 2.00 | UD |
| Atenas..... | do..... | 400 | 350 | 2.00 | UFM |
| Heredia..... | do..... | 400 | 350 | 2.00 | UI |
| Turrialba..... | United..... | 400 | 350 | 2.00 | UK |
| Cartago..... | do..... | 400 | 350 | 2.00 | UC |
| Leyland Line (British): | | | | | |
| Colonian..... | | | | | |
| Californian..... | | | | | |
| Merican..... | | | | | |
| Victorian..... | | | | | |
| Kingstonian..... | | | | | |
| Antillian..... | | | | | |
| Atlantian..... | | | | | |
| Median..... | | | | | |
| Etonian..... | | | | | |
| Vaccaro Bros. & Co. (Honduras): | | | | | |
| Rosina..... | United..... | 400 | 350 | 2.00 | TR |
| Joseph Vaccaro..... | do..... | 400 | 350 | 2.00 | TY |
| Navigazione Generale-Italiana (Italian): | | | | | |
| Liguria..... | Marconi..... | | 350 | 1.50 | MAI |
| O. & A. Irgens (Norwegian): | | | | | |
| Ellis..... | United..... | 400 | 350 | 2.00 | UA |
| Preston..... | do..... | 400 | 350 | 2.00 | UB |
| Norway, Mexico and Gulf Steamship Co. (Norwegian) | | | | | |
| Texas..... | do..... | 400 | 350 | 2.00 | UXS |
| Notuega..... | do..... | 400 | 350 | 2.00 | URG |

5. VESSELS EQUIPPED WITH WIRELESS—Continued.

ARRIVING AT BOSTON.

| Name of line and vessel. | System. | Wave length. | Range. | Power. | Call letters. |
|---|--------------|----------------|------------------------|------------------|---------------|
| | | <i>Meters.</i> | <i>Nautical miles.</i> | <i>Kilowatts</i> | |
| Merchants and Miners Transportation Co. (American): | | | | | |
| Junata..... | United..... | 450 | 200 | 1.00 | QN |
| Eastern Steamship Co. (American): | | | | | |
| Calvin Austin..... | do..... | 400 | 250 | 1.00 | RN |
| Governor Cobb..... | do..... | 350 | 250 | 1.00 | RB |
| Governor Dingley..... | do..... | 500 | 250 | 1.00 | RV |
| American Mail Steamship Co. (American): | | | | | |
| Admiral Farragut..... | do..... | 400 | 250 | 2.00 | UW |
| F. Leyland & Co. (British): | | | | | |
| Devonian..... | Marconi..... | 330 | 150 | .35 | MDL |
| Whitfreddian..... | do..... | 300 | 150 | .35 | MFL |
| Bohemian..... | do..... | 300 | 150 | .35 | MEL |
| Canadian..... | do..... | 300 | 150 | .35 | MGL |
| Cestrian..... | do..... | 300 | 150 | .35 | MILL |
| Allan Line (British): | | | | | |
| Nimidian..... | do..... | 300-600 | 150 | .35 | MNN |
| Parisian..... | do..... | 300-600 | 150 | .35 | MZN |

ARRIVING AT PHILADELPHIA.

| | | | | | |
|---|-------------|-----|-----|------|----------|
| American Mail Steamship Co. (American): | | | | | |
| Admiral Schley..... | United..... | 350 | 300 | 2.00 | U G. |
| Admiral Dewey..... | do..... | 350 | 300 | 2.00 | U. V. |
| Allan Line (British): | | | | | |
| Carthaginian..... | do..... | 300 | 150 | .35 | M. H. N. |
| Mongolian..... | do..... | 300 | 150 | .35 | M. O. N. |
| Pretorian..... | do..... | 300 | 150 | .35 | M. F. N. |
| Ionian..... | do..... | 300 | 150 | .35 | M. I. N. |
| Steffan..... | do..... | 300 | 150 | .35 | M. U. N. |
| Corinthian..... | do..... | 300 | 150 | .35 | M. K. N. |

ARRIVING AT BALTIMORE.

| | | | | | |
|---|-------------|-----|-----|---|----|
| Merchants and Miners Transportation Co. (American): | | | | | |
| Merrimack..... | United..... | 450 | 200 | 1 | QM |

ARRIVING AT TAMPA, FLA.

| | | | | | |
|---|----------------|--|-----|---|-------|
| Peninsular and Occidental Steamship Co. (American): | | | | | |
| Olivette..... | De Forest..... | | 100 | 1 | O. V. |
| Mascotte..... | do..... | | 100 | 1 | O. W. |

ARRIVING AT COOS BAY, OREG.

| | | | | | |
|---|-------------|-----|-------|---|----|
| Interocean Transportation Co. (American): | | | | | |
| Nann Smith..... | United..... | 300 | a 150 | 1 | BO |

ARRIVING AT HONOLULU, HAWAII.

(See San Francisco.)

a Day.

6 SUMMARY OF VESSELS NOT EQUIPPED WITH WIRELESS.

| Line. | Flag. | Vessels. | Line | Flag. | Vessels. |
|---|--------------|----------|--|-------------|----------|
| Merchants and Miners Transportation Co. | American... | 20 | Canada, Atlantic and Plant Steamship Co. | British... | 2 |
| Hamburg-American Line. | German.... | 13 | Trinidad Line..... | do..... | 2 |
| Booth Line..... | British.... | 12 | Munson Steamship Line.. | Cuban.... | 2 |
| Royal Dutch West India Mail. | Dutch..... | 12 | Pacific Coast Co..... | American.. | 2 |
| Pacific Mail Steamship Co. | American.... | 10 | Red & 1 st Line..... | do..... | 2 |
| North German Lloyd.... | German.... | 8 | Sobinos de Herrera..... | Cuban.... | 1 |
| Compagnie Generale Transatlantique. | French.... | 7 | Charles McCormick..... | American.. | 1 |
| Osaka Shosen Kaisha.... | Japanese... | 6 | E. J. Dodge..... | do..... | 1 |
| Compania Trasatlantica | Spanish.... | 6 | California and Oregon Steamship Co. | do..... | 1 |
| Alaska Steamship Co.... | American.. | 5 | Northern Steamship Co.. | do..... | 1 |
| Atlantic Transport Line. | British.... | 5 | Prince Line (Limited).... | British.... | 1 |
| Pinaros, Izquierdo & Co.. | Spanish.... | 5 | Porto Rico Line..... | American.. | 1 |
| China Mutual Steamship Co. | British.... | 4 | Alban Line..... | British.... | 1 |
| Bank Line..... | do..... | 4 | Red Star Line..... | Belgian.... | 1 |
| Ocean Steamship Co..... | do..... | 4 | W. A. Powell..... | British.... | 1 |
| United Fruit Co..... | do..... | 3 | Oregon Coal and Navigation Co. | American.. | 1 |
| Dominion Atlantic Railway Co. | do..... | 3 | H. J. Knowles..... | do..... | 1 |
| Lamport & Holt..... | do..... | 3 | Charles H. Higgins..... | do..... | 1 |
| Southern Pacific Co..... | American.. | 3 | J. Guiner Fritch (incorporated). | do..... | 1 |
| New York and Cuba Mail Steamship Co. | do..... | 3 | Crescent City Transportation Co. | do..... | 1 |
| Uruguay Steamship Co.... | British.... | 3 | Sudden & Christensen.... | do..... | 1 |
| Quebec Steamship Co..... | do..... | 3 | National Steamship Co.. | do..... | 1 |
| Anchor Line..... | do..... | 3 | Charente Steamship Co.. | British.... | 1 |
| Australian Mail Line.... | do..... | 3 | Sociedad Anonima de Navegacion Transatlantica. | Uruguayan. | 1 |
| Thomas Pollard..... | American.. | 2 | | | |
| C. P. Doe..... | do..... | 2 | Total..... | | 185 |

7. VESSELS NOT EQUIPPED WITH WIRELESS.

ARRIVING AT NEW YORK.

| | |
|--|--------------------------------------|
| Southern Pacific Co. (American): | Trinidad Line (British): |
| Excelsior. | Grenada. |
| Chalmette. | Maracas. |
| Red "D" Line (American): | Lamport & Holt (British): |
| Zulia. | Byron. |
| Maracalbo. | Tennyson. |
| New York and Cuba Mail Steamship Co. (American): | Voltaire. |
| City of Washington. | Munson Steamship Line (Cuban): |
| Seneca. | Curitiba. |
| Brunswick. | Olinda. |
| Porto Rico Line (American): | Royal Dutch West India Mail (Dutch): |
| Arkadia. | Prins Frederik Hendrik. |
| Booth Line (British): | Prins Maurits. |
| Clement. | Prins der Nederlanden. |
| Cearense. | Prins Willem I. |
| Christopher. | Prins Willem III. |
| Francis. | Prins Willem IV. |
| Hubert. | Prins Willem V. |
| Stephen. | Suriname. |
| Denis. | Saramacca. |
| Pancras. | Coppename. |
| Crispin. | Marowijne. |
| Cuthbert. | Ascama (chartered). |
| Boniface. | Hamburg-American Line (German): |
| Justin. | Sarnia. |
| Uruguay Steamship Co. (Limited) (British): | Sibiria. |
| Volturmo. | Alhai. |
| Campania. | Allemanna. |
| Uruguay. | Albonga. |
| Quebec Steamship Co. (British): | Albany. |
| Guiana. | Barcelona. |
| Korona. | Istria. |
| Parima. | Bosnia. |
| Prince Line (Limited) (British): | Bethania. |
| Eastern Prince. | Albano. |
| Anchor Line (British): | Troy. |
| Italia. | Calabria. |
| Calabria. | Dortmund. |
| Perugia. | Compania Trasatlantica (Spanish): |
| Atlantic Transport Line (British): | Antonio Lopez. |
| Mobile. | Manuel Calvo. |
| Mackinaw. | Buenos Aires. |
| Montana. | Montevideo. |
| Maryland. | Montserrat. |
| Minnesota. | |

7 VESSELS NOT EQUIPPED WITH WIRELESS—(Continued.)

ARRIVING AT SAN FRANCISCO

| | |
|--|---|
| Pacific Mail Steamship Co. (American): | Crescent City Transportation Co. (American) |
| Acapulco | Del Norte. |
| City of Panama. | C. P. Dec (American): |
| City of Paris. | Eureka. |
| City of Sydney. | F. A. Kilburn. |
| Costa Rica. | J. Homer Fitch (Incorporated) (American): |
| Newport. | Homér. |
| Pennsylvania. | Chas. H. Higgins (American) |
| Peñu. | James S. Higgins |
| San José. | H. J. Knowles (American): |
| San Juan. | J. B. Stetson. |
| Southern Pacific Co. (American): | Oregon Coal and Navigation Co. (American). |
| Breakwater. | M. P. Plant |
| Pacific Coast Co. (American): | California and Oregon Steamship Co. (American): |
| City of Topeka. | Nome City. |
| Curacao. | E. J. Dodge (American): |
| National Steamship Co. (American): | Northland. |
| Brunswick. | J. R. Hanify (American): |
| Thomas Pollard (American): | Santa Barbara. |
| Centralia. | Santa Monica |
| Coronado. | Chas. McCormick (American): |
| Sudden & Christensen: | Yosemite. |
| Chehalis. | |

ARRIVING AT BALTIMORE.

| | |
|---|--|
| Merchants and Miners Transportation Co. (American): | Merchants and Miners Transportation Co. (American)—Continued |
| Aries. | Ontario. |
| Berkshire. | Powhatan. |
| Dorchester. | Persian. |
| Essex. | Parthian. |
| Frederick. | Quantico. |
| Glooucester. | North German Lloyd (German): |
| Grecian. | Brandenburg |
| Howard. | Breslau. |
| Itasca. | Cassel. |
| Indian. | Chemnitz. |
| Kershaw. | Frankfurt. |
| Lexington. | Hannover. |
| Nantucket. | Koh. |
| New Orleans. | Wittekind. |

ARRIVING AT PORT TOWNSEND

| | |
|------------------------------------|---------------------------------------|
| Alaska Steamship Co. (American): | China Mutual Steamship Co. (British): |
| Santa Ana. | Qania. |
| Dora. | Ning Chow. |
| Dirigo. | Protesilaus |
| Oakland. | Keemun. |
| Edith. | Ocean Steamship Co. (British): |
| Northern Steamship Co. (American): | Bellerophon. |
| A. G. Lindsay. | Antiochus. |
| Australian Mail Line (British): | Teucer. |
| Oceanic. | Titan. |
| Century. | Osaka Shosen Kaisha (Japanese): |
| Mineic. | Tacoma Maru |
| Bank Line (British): | Seattle Maru. |
| Suveric. | Chicago Maru. |
| Kumeria. | Panama Maru. |
| Aymeric. | Mexico Maru |
| Luceric. | Canada Maru. |

ARRIVING AT SAN JUAN, P. R.

| | |
|--|--------------------------------------|
| Sobrinos de Herrera (Cuban) | Compania Transatlantica (Spanish): |
| Julia. | Catalina. |
| Compagnie Generale Transatlantique (French): | Pinillos, Izquierdo & Co. (Spanish): |
| Montreal. | Catalina. |
| Quebec. | Conde Wifredo. |
| St. Domingue. | Pio IX. |
| Abd-el-Kader. | |
| Hamburg American Line (German): | |
| President. | |

7. VESSELS NOT EQUIPPED WITH WIRELESS—Continued

ARRIVING AT NEW ORLEANS.

| | |
|--------------------------------------|---|
| W. A. Powell (British): | Compagnie Generale Transatlantique (French): |
| Orleanian | Virginie |
| Charente Steamship Co. (British): | Californie |
| Mechanician. | Louise |
| Pinillos, Izquierdo & Co. (Spanish): | Sociedad Anonima de Navegacion Transatlantica |
| Miguel M. Pinillos. | (Uruguayan) |
| Martin Saenz. | Brasileno. |

ARRIVING AT PHILADELPHIA

| | |
|---|--------------------------|
| Merchants and Miners Transportation Co. (American): | Red Star Line (Belgian). |
| Tuscan | Friesland |
| | Allan Line (British). |
| | Siberian. |

ARRIVING AT BOSTON.

| | |
|--|--|
| United Fruit Co. (British): | Canada, Atlantic and Plant Steamship Co. |
| San Jose. | (British): |
| Limon. | Halifax |
| Esparta. | A. W. Perry. |
| Dominion Atlantic Railway Co. (British). | |
| Prince George. | |
| Prince Arthur. | |
| Boston. | |

APPENDIX N.

MISCELLANEOUS.

The following appendix contains miscellaneous information relating to matters in the text.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1910.

The following statement of the value of imports and exports of the United States carried in American and foreign vessels and in cars and other land vehicles for the fiscal years 1821 to 1910 is furnished by the Bureau of Statistics of the Department of Commerce and Labor.

| Year. | Imports. | | | Exports ^a | | |
|-----------|--|----------------------|---------------------|--|----------------------|---------------------|
| | In cars and other land vehicles ^b | In American vessels. | In foreign vessels. | In cars and other land vehicles ^b | In American vessels. | In foreign vessels. |
| 1821..... | | \$58,025,890 | \$1,559,825 | | \$58,175,572 | \$9,798,410 |
| 1822..... | | 76,981,331 | 6,257,210 | | 60,715,568 | 11,444,713 |
| 1823..... | | 71,511,541 | 6,067,726 | | 65,315,060 | 9,383,464 |
| 1824..... | | 75,265,053 | 5,283,951 | | 67,411,706 | 8,574,951 |
| 1825..... | | 91,902,512 | 4,437,503 | | 88,799,749 | 10,735,639 |
| 1826..... | | 80,778,120 | 4,196,357 | | 69,553,516 | 8,041,806 |
| 1827..... | | 74,965,406 | 4,518,572 | | 72,090,544 | 10,232,283 |
| 1828..... | | 81,951,319 | 6,558,505 | | 61,108,374 | 11,156,312 |
| 1829..... | | 69,325,552 | 5,106,975 | | 62,089,441 | 10,209,230 |
| 1830..... | | 66,035,739 | 4,481,181 | | 63,882,719 | 9,966,780 |
| 1831..... | | 93,902,110 | 9,220,014 | | 65,646,181 | 15,764,402 |
| 1832..... | | 90,208,229 | 10,731,037 | | 66,140,700 | 21,036,133 |
| 1833..... | | 98,060,772 | 10,057,539 | | 68,058,231 | 22,082,202 |
| 1834..... | | 113,700,174 | 12,821,858 | | 77,693,461 | 26,043,512 |
| 1835..... | | 135,288,865 | 14,603,877 | | 94,135,191 | 27,558,386 |
| 1836..... | | 171,056,442 | 18,323,593 | | 97,132,457 | 31,530,583 |
| 1837..... | | 122,177,193 | 18,812,024 | | 91,207,563 | 26,211,813 |
| 1838..... | | 103,887,448 | 10,029,956 | | 89,818,799 | 18,066,817 |
| 1839..... | | 143,874,252 | 18,217,880 | | 94,787,948 | 26,240,468 |
| 1840..... | | 92,802,352 | 14,339,167 | | 105,622,257 | 20,403,699 |
| 1841..... | | 113,221,877 | 14,724,300 | | 94,808,638 | 27,043,165 |
| 1842..... | | 88,724,280 | 11,437,307 | | 79,893,023 | 24,798,511 |
| 1843..... | | 49,971,875 | 14,781,924 | | 65,053,636 | 10,292,544 |
| 1844..... | | 94,174,673 | 14,260,362 | | 78,450,529 | 32,749,517 |
| 1845..... | | 102,438,481 | 14,816,083 | | 86,942,442 | 27,704,164 |
| 1846..... | | 106,008,173 | 15,083,021 | | 86,550,175 | 20,938,341 |
| 1847..... | | 113,141,357 | 33,404,281 | | 100,204,804 | 53,808,210 |
| 1848..... | | 128,047,232 | 20,361,030 | | 109,037,081 | 44,374,200 |
| 1849..... | | 120,382,162 | 27,475,287 | | 109,533,123 | 45,222,697 |
| 1850..... | | 139,057,043 | 33,481,275 | | 99,016,041 | 62,283,679 |
| 1851..... | | 163,050,543 | 52,574,389 | | 152,451,689 | 65,031,322 |
| 1852..... | | 155,253,467 | 53,038,388 | | 139,476,937 | 70,181,429 |
| 1853..... | | 101,088,325 | 70,290,322 | | 155,023,802 | 75,047,355 |
| 1854..... | | 215,376,273 | 80,117,821 | | 191,822,206 | 84,474,054 |
| 1855..... | | 202,234,900 | 69,233,020 | | 203,250,562 | 71,900,284 |
| 1856..... | | 249,972,512 | 64,007,430 | | 232,305,762 | 91,669,146 |
| 1857..... | | 259,116,170 | 101,773,971 | | 271,214,857 | 111,745,825 |
| 1858..... | | 203,700,018 | 75,913,134 | | 246,401,288 | 81,153,133 |
| 1859..... | | 210,123,428 | 122,644,702 | | 246,017,953 | 107,171,609 |
| 1860..... | | 228,164,655 | 134,001,369 | | 278,082,802 | 121,039,394 |
| 1861..... | | 261,544,055 | 134,106,098 | | 179,972,733 | 60,372,180 |
| 1862..... | | 92,274,100 | 113,497,620 | | 125,421,818 | 104,517,667 |
| 1863..... | | 100,744,580 | 143,175,340 | | 132,127,891 | 199,880,091 |
| 1864..... | | 81,212,077 | 248,350,818 | | 102,849,409 | 237,442,730 |
| 1865..... | | 74,385,110 | 174,170,536 | | 93,017,756 | 262,839,688 |
| 1866..... | | 112,040,395 | 333,471,763 | | 213,671,466 | 351,754,928 |
| 1867..... | | 117,209,536 | 300,622,035 | | 180,625,368 | 280,708,363 |

^a Stated in mixed gold and currency values from 1862 to 1879, inclusive.

^b Not separately stated prior to July 1, 1870.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1910—Continued.

| Year. | Imports. | | | Exports. ^a | | |
|-----------|---|----------------------|---------------------|----------------------------------|----------------------|---------------------|
| | In cars and other land vehicles. ^b | In American vessels. | In foreign vessels. | In cars and other land vehicles. | In American vessels. | In foreign vessels. |
| 1868..... | | \$122,965,225 | \$248,659,583 | | \$175,016,318 | \$301,886,401 |
| 1869..... | | 136,802,024 | 300,512,231 | | 153,154,748 | 285,979,781 |
| 1870..... | | 153,237,077 | 309,140,510 | | 199,732,324 | 329,786,978 |
| 1871..... | \$15,187,354 | 103,285,710 | 363,020,644 | \$7,798,156 | 190,378,462 | 392,801,932 |
| 1872..... | 17,635,681 | 177,286,302 | 445,416,783 | 10,015,089 | 168,011,799 | 393,929,579 |
| 1873..... | 17,070,548 | 174,789,834 | 471,806,765 | 10,799,430 | 171,540,758 | 494,915,886 |
| 1874..... | 14,513,335 | 176,027,778 | 405,320,135 | 8,509,205 | 174,424,216 | 533,885,971 |
| 1875..... | 13,083,869 | 157,872,726 | 382,949,568 | 7,304,376 | 156,385,066 | 501,835,949 |
| 1876..... | 12,148,667 | 143,380,704 | 321,139,500 | 6,321,487 | 167,686,467 | 492,216,487 |
| 1877..... | 10,097,040 | 151,831,007 | 329,565,833 | 6,707,170 | 164,826,214 | 520,351,703 |
| 1878..... | 12,965,999 | 146,490,282 | 307,407,565 | 7,511,305 | 166,551,624 | 569,585,564 |
| 1879..... | 11,983,823 | 143,590,353 | 310,499,599 | 7,439,862 | 128,425,339 | 600,769,633 |
| 1880..... | 15,142,465 | 149,317,368 | 503,494,913 | 5,838,928 | 109,029,209 | 720,770,521 |
| 1881..... | 17,193,213 | 133,631,146 | 491,840,269 | 8,259,308 | 110,955,324 | 777,162,714 |
| 1882..... | 22,854,940 | 130,266,820 | 571,517,892 | 12,118,371 | 96,962,919 | 611,460,967 |
| 1883..... | 23,003,048 | 136,002,290 | 564,175,576 | 25,050,844 | 104,418,210 | 694,331,318 |
| 1884..... | 20,140,294 | 135,046,207 | 512,511,192 | 26,573,774 | 98,652,828 | 615,287,007 |
| 1885..... | 21,149,476 | 112,864,052 | 443,513,801 | 24,183,299 | 82,001,691 | 636,004,765 |
| 1886..... | 24,555,683 | 118,942,817 | 491,937,036 | 19,144,067 | 78,406,686 | 581,973,477 |
| 1887..... | 27,562,069 | 121,805,493 | 543,392,216 | 21,389,666 | 72,991,253 | 621,802,292 |
| 1888..... | 32,209,469 | 123,525,298 | 568,222,857 | 22,147,368 | 67,332,175 | 606,471,961 |
| 1889..... | 38,237,361 | 120,782,910 | 580,120,881 | 28,430,517 | 83,022,198 | 639,942,660 |
| 1890..... | 40,021,361 | 124,948,948 | 623,740,100 | 32,949,902 | 77,502,138 | 747,370,644 |
| 1891..... | 40,032,755 | 127,471,678 | 676,511,763 | 31,623,439 | 78,988,847 | 773,549,324 |
| 1892..... | 39,720,595 | 139,139,891 | 648,535,970 | 33,221,472 | 81,093,844 | 916,022,832 |
| 1893..... | 44,131,094 | 127,085,434 | 695,134,394 | 33,802,917 | 70,070,073 | 733,132,174 |
| 1894..... | 29,623,085 | 131,561,193 | 593,810,334 | 40,221,427 | 73,707,023 | 709,212,122 |
| 1895..... | 33,201,988 | 108,225,615 | 590,538,362 | 49,902,754 | 62,277,581 | 695,357,830 |
| 1896..... | 35,535,070 | 117,299,074 | 626,890,621 | 61,131,125 | 70,362,813 | 751,083,000 |
| 1897..... | 35,812,620 | 109,133,454 | 610,734,338 | 65,082,305 | 79,041,823 | 806,669,428 |
| 1898..... | 39,427,734 | 93,535,867 | 492,080,003 | 73,283,704 | 67,792,150 | 1,080,400,476 |
| 1899..... | 33,424,821 | 82,050,118 | 581,073,550 | 83,870,907 | 78,562,088 | 1,064,590,307 |
| 1900..... | 44,412,690 | 104,304,400 | 701,223,735 | 110,483,141 | 90,779,252 | 1,193,220,689 |
| 1901..... | 47,100,814 | 93,055,493 | 683,015,858 | 111,000,931 | 84,343,122 | 1,291,620,938 |
| 1902..... | 56,366,711 | 102,188,002 | 744,766,235 | 123,824,337 | 83,681,985 | 1,174,263,079 |
| 1903..... | 60,208,195 | 123,666,832 | 835,844,210 | 138,861,301 | 91,028,200 | 1,190,258,178 |
| 1904..... | 68,239,120 | 132,283,065 | 790,595,186 | 152,736,889 | 97,482,054 | 1,210,608,328 |
| 1905..... | 78,725,270 | 160,649,571 | 878,138,230 | 163,540,059 | 129,958,375 | 1,235,663,232 |
| 1906..... | 86,677,047 | 168,458,129 | 971,307,270 | 193,735,340 | 153,850,076 | 1,390,270,084 |
| 1907..... | 94,172,649 | 176,560,716 | 1,163,098,060 | 218,472,537 | 141,780,310 | 1,620,698,231 |
| 1908..... | 71,310,825 | 151,919,733 | 971,111,234 | 190,551,127 | 120,692,405 | 1,549,629,724 |
| 1909..... | 71,391,142 | 150,528,075 | 1,090,001,007 | 182,189,155 | 108,120,142 | 1,372,692,807 |
| 1910..... | 90,408,369 | 147,100,976 | 1,320,288,085 | 228,760,261 | 113,699,362 | 1,402,626,157 |

Total imports and exports.

| Year. | In cars and other land vehicles. | By sea. | | | Per cent carried in American vessels. |
|-----------|----------------------------------|----------------------|---------------------|---------------|---------------------------------------|
| | | In American vessels. | In foreign vessels. | Total. | |
| 1821..... | | \$113,201,462 | \$14,358,235 | \$127,559,697 | 88.7 |
| 1822..... | | 137,699,890 | 17,701,923 | 155,401,822 | 88.4 |
| 1823..... | | 136,827,207 | 15,451,190 | 152,278,397 | 89.9 |
| 1824..... | | 142,676,759 | 13,858,905 | 156,535,664 | 91.2 |
| 1825..... | | 180,702,261 | 15,173,202 | 195,875,463 | 92.3 |
| 1826..... | | 150,331,636 | 12,238,143 | 162,569,779 | 92.5 |
| 1827..... | | 147,056,040 | 14,750,855 | 161,806,895 | 90.9 |
| 1828..... | | 143,069,693 | 17,714,817 | 160,784,510 | 88.9 |
| 1829..... | | 131,414,993 | 15,430,205 | 146,845,198 | 89.5 |
| 1830..... | | 129,918,458 | 14,447,970 | 144,366,428 | 89.9 |
| 1831..... | | 159,598,291 | 24,093,416 | 184,691,707 | 86.5 |
| 1832..... | | 156,438,689 | 31,737,220 | 188,206,299 | 83.1 |
| 1833..... | | 166,119,003 | 32,199,731 | 198,258,734 | 83.8 |
| 1834..... | | 191,393,035 | 30,404,070 | 220,858,305 | 83.0 |
| 1835..... | | 229,424,056 | 42,165,263 | 271,589,319 | 84.5 |
| 1836..... | | 268,198,809 | 49,854,170 | 318,043,075 | 84.3 |
| 1837..... | | 213,384,750 | 45,023,837 | 258,408,583 | 82.6 |
| 1838..... | | 192,007,247 | 29,296,773 | 222,204,020 | 84.2 |
| 1839..... | | 238,662,200 | 44,458,348 | 283,120,548 | 84.3 |
| 1840..... | | 198,424,609 | 40,802,856 | 239,227,465 | 82.9 |
| 1841..... | | 208,030,515 | 41,707,465 | 249,737,980 | 83.3 |
| 1842..... | | 168,617,363 | 36,236,318 | 204,853,681 | 82.3 |

^a Stated in mixed gold and currency values from 1862 to 1873, inclusive.^b Not separately stated prior to July 1, 1870.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1910—Continued.

| Year. | Total imports and exports | | | | Per cent carried in American vessels. |
|-------|--|-------------------------|------------------------|---------------|--|
| | In cars and other land vehicles. | By sea. | | Total. | |
| | | In American vessels. | In foreign vessels. | | |
| 1843. | | \$115,025,511 | \$34,074,768 | \$149,100,279 | 77.1 |
| 1844. | | 172,625,202 | 47,009,879 | 219,635,081 | 78.6 |
| 1845. | | 189,380,923 | 42,520,247 | 231,901,170 | 81.7 |
| 1846. | | 192,558,348 | 42,621,965 | 235,180,313 | 81.7 |
| 1847. | | 213,346,161 | 87,272,491 | 300,618,652 | 70.9 |
| 1848. | | 238,305,163 | 70,725,896 | 309,031,059 | 77.4 |
| 1849. | | 220,915,275 | 72,697,984 | 293,613,250 | 75.2 |
| 1850. | | 239,272,084 | 90,704,951 | 330,037,038 | 72.5 |
| 1851. | | 316,107,232 | 118,505,711 | 434,612,943 | 72.7 |
| 1852. | | 294,735,401 | 123,219,817 | 417,955,221 | 70.5 |
| 1853. | | 346,717,127 | 152,237,677 | 498,954,804 | 69.5 |
| 1854. | | 406,098,539 | 170,591,875 | 577,290,414 | 70.5 |
| 1855. | | 405,485,462 | 131,139,904 | 536,625,366 | 75.6 |
| 1856. | | 482,268,274 | 159,336,576 | 641,604,850 | 75.2 |
| 1857. | | 510,331,027 | 213,519,796 | 723,850,823 | 70.5 |
| 1858. | | 417,191,304 | 160,066,267 | 607,257,561 | 73.7 |
| 1859. | | 466,741,381 | 229,816,211 | 695,557,592 | 66.9 |
| 1860. | | 507,247,757 | 255,040,793 | 762,288,550 | 66.5 |
| 1861. | | 381,516,788 | 203,478,278 | 584,995,066 | 65.2 |
| 1862. | | 217,605,418 | 218,015,296 | 435,710,711 | 50.0 |
| 1863. | | 241,872,471 | 313,056,031 | 554,928,502 | 41.4 |
| 1864. | | 184,001,486 | 485,793,548 | 669,855,034 | 27.5 |
| 1865. | | 167,402,872 | 437,010,124 | 604,412,996 | 27.7 |
| 1866. | | 325,711,861 | 685,226,691 | 1,010,938,552 | 32.2 |
| 1867. | | 297,834,004 | 581,330,403 | 879,165,307 | 33.9 |
| 1868. | | 297,981,573 | 550,546,074 | 848,527,647 | 35.1 |
| 1869. | | 289,956,772 | 586,492,012 | 876,448,784 | 33.1 |
| 1870. | | 352,969,401 | 638,927,488 | 991,896,889 | 35.6 |
| 1871. | \$22,985,510 | 353,661,172 | 755,822,576 | 1,109,486,748 | 31.9 |
| 1872. | 27,650,770 | 345,331,101 | 839,346,362 | 1,184,677,463 | 29.2 |
| 1873. | 27,809,978 | 346,306,592 | 960,722,651 | 1,313,029,243 | 26.4 |
| 1874. | 23,022,540 | 350,451,994 | 939,206,106 | 1,289,658,100 | 27.2 |
| 1875. | 20,388,235 | 314,257,792 | 884,788,517 | 1,199,046,309 | 26.1 |
| 1876. | 18,473,154 | 311,076,171 | 813,351,987 | 1,124,431,158 | 27.7 |
| 1877. | 17,464,810 | 316,660,261 | 869,920,536 | 1,176,680,817 | 26.9 |
| 1878. | 20,477,364 | 313,050,906 | 876,991,120 | 1,190,042,035 | 26.3 |
| 1879. | 19,423,085 | 272,015,692 | 911,269,232 | 1,183,284,924 | 23.0 |
| 1880. | 20,081,303 | 258,346,577 | 1,224,265,434 | 1,482,612,011 | 17.4 |
| 1881. | 25,452,521 | 250,536,470 | 1,269,002,983 | 1,519,539,453 | 16.5 |
| 1882. | 34,973,317 | 227,229,745 | 1,212,978,709 | 1,440,208,514 | 15.8 |
| 1883. | 48,092,892 | 240,420,500 | 1,258,506,921 | 1,498,927,424 | 16.0 |
| 1884. | 40,714,008 | 233,699,035 | 1,127,798,199 | 1,361,497,234 | 17.2 |
| 1885. | 45,332,775 | 191,865,713 | 1,079,518,566 | 1,274,384,309 | 15.3 |
| 1886. | 43,700,350 | 197,349,503 | 1,073,911,113 | 1,271,260,610 | 15.5 |
| 1887. | 48,951,725 | 194,356,746 | 1,165,194,508 | 1,359,551,254 | 14.3 |
| 1888. | 51,356,827 | 190,837,473 | 1,174,697,321 | 1,366,534,794 | 14.0 |
| 1889. | 66,664,378 | 203,806,108 | 1,217,063,541 | 1,420,868,649 | 14.3 |
| 1890. | 73,571,263 | 202,451,086 | 1,371,116,744 | 1,573,567,830 | 12.9 |
| 1891. | 72,856,194 | 206,459,725 | 1,460,081,087 | 1,656,540,812 | 12.5 |
| 1892. | 72,948,067 | 220,173,735 | 1,564,558,808 | 1,784,732,513 | 12.3 |
| 1893. | 87,984,041 | 197,765,507 | 1,428,316,568 | 1,626,082,075 | 12.2 |
| 1894. | 78,844,522 | 195,268,216 | 1,233,022,450 | 1,498,290,672 | 13.3 |
| 1895. | 83,104,742 | 170,507,196 | 1,255,896,192 | 1,450,403,388 | 11.7 |
| 1896. | 96,666,204 | 187,691,887 | 1,377,973,521 | 1,665,665,408 | 12.0 |
| 1897. | 100,894,925 | 189,075,277 | 1,525,753,760 | 1,714,829,043 | 11.0 |
| 1898. | 103,711,488 | 161,328,017 | 1,552,492,479 | 1,714,820,496 | 9.3 |
| 1899. | 117,295,728 | 160,612,206 | 1,646,263,857 | 1,806,876,063 | 8.9 |
| 1900. | 154,895,650 | 195,084,192 | 1,894,144,424 | 2,089,528,616 | 9.3 |
| 1901. | 159,001,745 | 177,398,015 | 1,971,536,796 | 2,151,935,411 | 8.2 |
| 1902. | 180,191,048 | 185,819,987 | 1,919,029,314 | 2,104,849,301 | 8.8 |
| 1903. | 205,059,496 | 214,695,032 | 2,026,102,388 | 2,240,797,420 | 9.1 |
| 1904. | 220,976,009 | 229,735,110 | 2,001,203,514 | 2,230,938,033 | 10.3 |
| 1905. | 242,265,329 | 200,607,946 | 2,103,201,462 | 2,393,809,408 | 12.1 |
| 1906. | 280,412,387 | 322,347,205 | 2,307,667,354 | 2,690,014,559 | 12.0 |
| 1907. | 312,645,186 | 318,331,026 | 2,684,290,291 | 3,002,627,317 | 10.6 |
| 1908. | 261,861,952 | 272,512,228 | 2,520,740,958 | 2,793,253,180 | 9.8 |
| 1909. | 253,580,297 | 258,057,217 | 2,492,693,814 | 2,721,351,031 | 9.5 |
| 1910. | 319,168,630 | 260,800,278 | 2,722,813,242 | 2,983,618,520 | 8.7 |

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821-1910.

[Compiled in the Bureau of Statistics of the Department of Commerce and Labor]

| Year. | Entered. | | | | Cleared. | | | | Total. | | | |
|-----------|----------------|-------------|------------|--------------|----------------|-------------|------------|--------------|----------------|--------------|------------|--------------|
| | Ameri- can. | Per cent | Foreign | Per cent. | Ameri- can. | Per cent | Foreign. | Per cent. | Ameri- can. | Per cent. | Foreign. | Per cent. |
| 1821..... | 765,098 | 91 | 81,526 | 9 | 804,947 | 91 | 83,073 | 9 | 1,570,045 | 90 | 164,604 | 10 |
| 1822..... | 787,061 | 89 | 100,541 | 11 | 813,748 | 90 | 97,490 | 10 | 1,501,709 | 88 | 198,031 | 12 |
| 1823..... | 775,271 | 86 | 119,468 | 14 | 810,761 | 87 | 119,740 | 13 | 1,586,032 | 86 | 239,208 | 14 |
| 1824..... | 850,033 | 89 | 102,367 | 11 | 919,278 | 89 | 102,552 | 11 | 1,769,311 | 90 | 204,910 | 10 |
| 1825..... | 880,754 | 90 | 92,227 | 10 | 960,366 | 90 | 95,080 | 10 | 1,841,120 | 91 | 188,007 | 9 |
| 1826..... | 942,206 | 89 | 105,654 | 11 | 953,012 | 90 | 90,417 | 10 | 1,896,218 | 89 | 205,071 | 11 |
| 1827..... | 918,361 | 86 | 137,589 | 14 | 980,542 | 88 | 131,250 | 12 | 1,898,903 | 88 | 268,839 | 12 |
| 1828..... | 868,781 | 86 | 150,223 | 14 | 897,404 | 86 | 151,030 | 14 | 1,766,785 | 85 | 301,253 | 15 |
| 1829..... | 872,949 | 86 | 130,443 | 14 | 944,799 | 87 | 133,006 | 13 | 1,817,748 | 87 | 263,749 | 13 |
| 1830..... | 967,227 | 88 | 131,900 | 12 | 971,760 | 88 | 133,436 | 12 | 1,938,987 | 88 | 266,336 | 12 |
| 1831..... | 922,952 | 76 | 181,948 | 24 | 972,504 | 78 | 271,994 | 22 | 1,895,456 | 77 | 553,942 | 23 |
| 1832..... | 949,622 | 70 | 393,038 | 30 | 974,865 | 71 | 387,605 | 29 | 1,924,487 | 71 | 780,543 | 29 |
| 1833..... | 1,111,441 | 69 | 496,705 | 31 | 1,142,160 | 69 | 497,030 | 31 | 2,253,601 | 68 | 993,744 | 32 |
| 1834..... | 1,074,670 | 65 | 508,052 | 35 | 1,134,020 | 66 | 577,700 | 34 | 2,208,690 | 66 | 1,145,762 | 34 |
| 1835..... | 1,352,653 | 68 | 641,310 | 32 | 1,400,517 | 69 | 630,824 | 31 | 2,753,270 | 68 | 1,280,134 | 32 |
| 1836..... | 1,255,384 | 64 | 680,213 | 36 | 1,315,523 | 66 | 671,721 | 34 | 2,570,907 | 65 | 1,454,934 | 35 |
| 1837..... | 1,209,720 | 62 | 765,703 | 38 | 1,266,622 | 62 | 756,202 | 38 | 2,666,342 | 63 | 1,621,995 | 37 |
| 1838..... | 1,302,764 | 68 | 592,110 | 32 | 1,408,761 | 69 | 601,160 | 31 | 2,711,735 | 69 | 1,190,276 | 31 |
| 1839..... | 1,491,279 | 71 | 624,814 | 29 | 1,477,028 | 71 | 611,839 | 29 | 2,908,207 | 71 | 1,236,653 | 29 |
| 1840..... | 1,576,946 | 68 | 712,363 | 32 | 1,647,009 | 69 | 706,486 | 31 | 3,223,955 | 69 | 1,118,849 | 31 |
| 1841..... | 1,631,090 | 68 | 736,444 | 32 | 1,634,156 | 68 | 736,849 | 32 | 3,260,065 | 69 | 1,473,293 | 31 |
| 1842..... | 1,510,111 | 67 | 732,775 | 33 | 1,536,451 | 67 | 740,497 | 33 | 3,046,662 | 68 | 1,473,272 | 32 |
| 1843..... | 1,143,523 | 68 | 534,752 | 32 | 1,268,083 | 70 | 523,940 | 30 | 2,411,600 | 70 | 1,058,701 | 30 |
| 1844..... | 1,977,438 | 68 | 916,922 | 32 | 2,010,924 | 68 | 906,814 | 32 | 3,988,362 | 69 | 1,823,736 | 31 |
| 1845..... | 2,035,486 | 69 | 910,536 | 31 | 2,053,977 | 69 | 930,275 | 31 | 4,089,463 | 69 | 1,840,838 | 31 |
| 1846..... | 2,151,144 | 69 | 959,739 | 31 | 2,221,028 | 69 | 968,178 | 31 | 4,372,142 | 70 | 1,927,917 | 30 |
| 1847..... | 2,101,350 | 66 | 1,220,346 | 34 | 2,202,398 | 65 | 1,176,605 | 35 | 4,303,752 | 65 | 2,396,951 | 35 |
| 1848..... | 2,393,482 | 63 | 1,405,191 | 37 | 2,461,280 | 63 | 1,404,159 | 37 | 4,854,702 | 64 | 2,809,350 | 36 |
| 1849..... | 2,658,321 | 61 | 1,710,616 | 39 | 2,753,724 | 62 | 1,675,709 | 38 | 5,412,045 | 62 | 3,386,224 | 38 |
| 1850..... | 2,673,016 | 59 | 1,175,623 | 41 | 2,632,788 | 60 | 1,728,214 | 40 | 5,266,804 | 60 | 3,503,637 | 40 |
| 1851..... | 3,054,349 | 61 | 1,039,091 | 39 | 3,200,519 | 62 | 1,929,635 | 38 | 6,254,868 | 62 | 3,868,626 | 38 |
| 1852..... | 3,235,622 | 61 | 2,057,358 | 39 | 3,230,590 | 61 | 2,047,676 | 39 | 6,460,112 | 62 | 4,104,933 | 38 |
| 1853..... | 4,004,013 | 63 | 2,277,930 | 37 | 3,760,789 | 62 | 2,298,790 | 38 | 7,770,802 | 63 | 4,576,720 | 37 |
| 1854..... | 3,752,115 | 63 | 2,132,224 | 37 | 3,911,392 | 64 | 2,107,802 | 36 | 7,663,507 | 65 | 4,240,026 | 35 |
| 1855..... | 3,861,391 | 64 | 2,083,948 | 36 | 4,008,979 | 65 | 2,110,322 | 35 | 7,930,373 | 65 | 4,194,270 | 35 |
| 1856..... | 4,385,484 | 65 | 2,486,790 | 35 | 4,538,364 | 64 | 2,462,100 | 36 | 8,923,848 | 65 | 4,948,878 | 35 |
| 1857..... | 4,721,370 | 65 | 2,464,946 | 35 | 4,680,051 | 64 | 2,490,170 | 36 | 9,802,021 | 66 | 5,055,116 | 34 |
| 1858..... | 4,395,642 | 60 | 2,209,403 | 34 | 4,490,033 | 66 | 3,312,759 | 34 | 8,885,675 | 67 | 4,622,162 | 33 |
| 1859..... | 5,265,648 | 67 | 2,640,387 | 33 | 5,297,307 | 66 | 2,618,888 | 34 | 10,663,015 | 68 | 5,158,775 | 32 |
| 1860..... | 5,921,285 | 71 | 2,353,911 | 29 | 6,165,024 | 70 | 2,621,005 | 30 | 12,087,200 | 71 | 4,777,916 | 29 |
| 1861..... | 5,023,017 | 69 | 2,277,654 | 31 | 4,889,313 | 68 | 2,262,042 | 32 | 9,813,230 | 70 | 4,470,696 | 30 |
| 1862..... | 5,117,685 | 69 | 2,245,278 | 31 | 4,961,818 | 67 | 2,376,999 | 33 | 10,079,603 | 69 | 4,622,277 | 31 |
| 1863..... | 4,614,608 | 63 | 2,640,378 | 37 | 4,447,261 | 59 | 3,064,023 | 41 | 9,061,959 | 62 | 5,704,401 | 38 |
| 1864..... | 3,060,431 | 46 | 3,471,219 | 54 | 3,090,918 | 45 | 3,711,131 | 55 | 6,157,382 | 46 | 7,212,350 | 54 |
| 1865..... | 2,943,661 | 47 | 3,216,967 | 53 | 3,025,134 | 45 | 3,595,123 | 55 | 5,968,795 | 47 | 6,812,090 | 53 |
| 1866..... | 3,372,060 | 43 | 4,410,424 | 57 | 3,383,176 | 43 | 4,438,384 | 57 | 6,755,236 | 44 | 8,848,808 | 56 |
| 1867..... | 3,455,052 | 44 | 4,318,673 | 56 | 3,419,502 | 43 | 4,466,490 | 57 | 6,874,554 | 44 | 8,784,163 | 56 |
| 1868..... | 3,550,550 | 44 | 4,495,465 | 56 | 3,717,050 | 44 | 4,561,090 | 56 | 7,268,508 | 45 | 9,056,525 | 55 |
| 1869..... | 3,402,668 | 38 | 5,347,694 | 62 | 3,381,303 | 38 | 5,372,670 | 62 | 6,781,031 | 39 | 10,720,264 | 61 |
| 1870..... | 3,486,038 | 38 | 5,609,621 | 62 | 3,506,920 | 38 | 5,602,474 | 62 | 6,992,967 | 39 | 11,332,095 | 62 |
| 1871..... | 3,742,740 | 37 | 6,206,444 | 63 | 3,746,922 | 37 | 6,151,637 | 63 | 7,489,682 | 38 | 12,417,081 | 62 |
| 1872..... | 3,711,846 | 34 | 7,094,677 | 66 | 3,682,309 | 34 | 7,051,425 | 66 | 7,394,155 | 35 | 14,146,002 | 65 |
| 1873..... | 3,612,631 | 30 | 8,083,087 | 70 | 3,756,664 | 30 | 8,065,132 | 70 | 7,399,195 | 32 | 16,148,218 | 68 |
| 1874..... | 3,893,725 | 29 | 9,197,829 | 71 | 3,982,052 | 30 | 9,207,390 | 70 | 7,875,779 | 30 | 18,405,225 | 70 |
| 1875..... | 3,673,950 | 30 | 8,118,860 | 70 | 3,736,630 | 31 | 8,159,868 | 69 | 7,310,789 | 30 | 16,278,728 | 70 |
| 1876..... | 3,611,436 | 28 | 8,899,312 | 72 | 3,732,415 | 29 | 8,922,090 | 71 | 7,343,851 | 30 | 17,822,011 | 70 |
| 1877..... | 3,653,403 | 27 | 9,791,880 | 73 | 3,765,171 | 28 | 9,677,218 | 72 | 7,128,574 | 28 | 19,468,804 | 72 |
| 1878..... | 3,612,417 | 25 | 10,821,887 | 75 | 3,872,203 | 26 | 10,935,818 | 74 | 7,514,020 | 26 | 21,756,715 | 71 |
| 1879..... | 3,415,410 | 21 | 12,777,734 | 79 | 3,461,390 | 21 | 12,610,923 | 79 | 6,870,770 | 22 | 25,388,657 | 78 |
| 1880..... | 3,436,964 | 10 | 14,573,085 | 81 | 3,397,355 | 18 | 14,645,544 | 82 | 6,834,311 | 19 | 29,210,229 | 81 |
| 1881..... | 3,253,581 | 17 | 15,065,020 | 83 | 3,375,635 | 18 | 15,094,392 | 82 | 6,629,119 | 19 | 30,160,012 | 81 |
| 1882..... | 3,210,968 | 18 | 14,259,769 | 82 | 3,317,598 | 18 | 14,430,164 | 82 | 6,058,569 | 19 | 28,608,933 | 81 |
| 1883..... | 3,355,543 | 20 | 13,126,184 | 80 | 3,307,223 | 18 | 13,233,673 | 80 | 6,602,705 | 20 | 26,368,857 | 80 |
| 1884..... | 3,202,293 | 22 | 11,866,635 | 78 | 3,236,641 | 22 | 11,967,902 | 78 | 6,138,934 | 22 | 23,834,437 | 78 |
| 1885..... | 3,132,011 | 21 | 12,172,816 | 79 | 3,231,656 | 21 | 12,283,213 | 79 | 6,363,567 | 21 | 24,456,029 | 79 |
| 1886..... | 3,231,673 | 21 | 11,904,013 | 79 | 3,303,373 | 20 | 12,024,299 | 79 | 6,534,949 | 21 | 23,928,342 | 79 |
| 1887..... | 3,305,516 | 21 | 12,152,767 | 79 | 3,259,046 | 20 | 12,404,185 | 80 | 6,024,562 | 20 | 24,044,952 | 80 |
| 1888..... | 3,360,767 | 22 | 12,026,386 | 78 | 3,415,004 | 22 | 12,253,900 | 78 | 6,781,771 | 22 | 24,280,230 | 78 |
| 1889..... | 3,724,325 | 23 | 12,227,794 | 77 | 3,988,454 | 24 | 12,354,003 | 76 | 7,112,779 | 23 | 24,582,187 | 77 |
| 1890..... | 4,083,121 | 23 | 13,024,140 | 77 | 4,060,767 | 23 | 14,082,105 | 77 | 7,149,878 | 23 | 25,106,245 | 77 |
| 1891..... | 4,380,804 | 24 | 13,823,491 | 76 | 4,455,402 | 24 | 13,805,430 | 76 | 8,330,206 | 24 | 27,028,921 | 76 |
| 1892..... | 4,469,955 | 23 | 16,543,489 | 78 | 4,636,151 | 22 | 16,624,882 | 78 | 9,000,106 | 22 | 23,308,351 | 78 |
| 1893..... | 4,368,086 | 22 | 15,223,130 | 78 | 4,403,362 | 22 | 15,357,884 | 78 | 8,762,048 | 22 | 23,588,514 | 78 |
| 1894..... | 4,054,679 | 23 | 15,334,981 | 77 | 4,739,918 | 23 | 15,531,772 | 77 | 9,394,597 | 23 | 23,866,756 | 77 |
| 1895..... | 4,472,830 | 23 | 14,822,085 | 77 | 4,504,227 | 23 | 15,246,319 | 77 | 8,977,057 | 23 | 23,306,404 | 77 |

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821-1910—Continued.

| Year. | Entered. | | | | Cleared. | | | | Total. | | | |
|---------------|----------------|--------------|------------|--------------|----------------|--------------|------------|--------------|----------------|--------------|------------|--------------|
| | Ameri- can. | Per cent. | Foreign. | Per cent. | Ameri- can. | Per cent. | Foreign. | Per cent. | Ameri- can. | Per cent. | Foreign. | Per cent. |
| 1826. . . | 5,196,320 | 25 | 15,792,804 | 75 | 5,329,599 | 25 | 16,084,086 | 75 | 10,525,919 | 25 | 31,877,850 | 75 |
| 1827. . . | 5,525,328 | 23 | 18,231,922 | 77 | 5,618,142 | 24 | 18,091,053 | 76 | 11,143,470 | 23 | 36,325,975 | 77 |
| 1828. . . . | 5,210,046 | 20 | 20,339,353 | 80 | 5,111,447 | 20 | 20,636,785 | 80 | 10,351,493 | 20 | 40,976,138 | 80 |
| 1829. . . | 5,340,600 | 20 | 20,770,156 | 80 | 5,471,752 | 21 | 20,794,224 | 79 | 10,812,412 | 21 | 41,564,380 | 79 |
| 1830. . . | 6,135,652 | 22 | 22,027,353 | 78 | 6,208,918 | 22 | 22,072,223 | 78 | 12,344,570 | 22 | 44,099,576 | 78 |
| 1831. . . | 6,381,305 | 21 | 23,386,716 | 79 | 6,417,347 | 22 | 23,402,516 | 78 | 12,798,652 | 21 | 46,789,262 | 79 |
| 1832. . . | 6,961,200 | 23 | 23,693,232 | 77 | 6,821,555 | 22 | 23,622,527 | 78 | 13,782,755 | 23 | 47,315,759 | 77 |
| 1833. . . | 6,906,582 | 22 | 24,187,081 | 78 | 6,975,227 | 22 | 24,310,941 | 78 | 13,881,809 | 22 | 48,528,022 | 78 |
| 1834. . . | 6,679,173 | 22 | 23,273,237 | 78 | 6,641,374 | 22 | 23,374,201 | 78 | 13,320,517 | 22 | 46,647,438 | 78 |
| 1835. . . | 7,080,624 | 23 | 23,902,593 | 77 | 7,203,008 | 23 | 23,954,533 | 77 | 11,283,632 | 23 | 47,857,126 | 77 |
| 1836. . . . | 7,612,600 | 22 | 26,512,755 | 78 | 7,548,533 | 22 | 26,203,921 | 78 | 15,193,223 | 22 | 52,746,676 | 78 |
| 1837. | 8,115,650 | 22 | 28,506,600 | 78 | 8,092,557 | 22 | 27,897,500 | 78 | 16,208,213 | 22 | 56,104,100 | 78 |
| 1838. . . | 8,473,227 | 22 | 30,075,968 | 78 | 8,435,207 | 22 | 29,846,489 | 78 | 16,908,431 | 22 | 59,922,457 | 78 |
| 1839. . . | 8,771,464 | 22 | 30,286,674 | 78 | 8,491,725 | 22 | 29,704,756 | 78 | 17,263,189 | 22 | 59,991,430 | 78 |
| 1840. . . . | 8,888,450 | 22 | 31,347,347 | 78 | 8,808,603 | 22 | 30,897,255 | 78 | 17,697,062 | 22 | 62,244,602 | 78 |

STATISTICAL TABLES

STATISTICAL TABLES.

NO. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

[This table does not include yachts, nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers and lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons | | Total. | |
|--|-------------|---------|-----------|-----------|---------------------------|-------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS. | | | | | | | | |
| Maine: | | | | | | | | |
| Passamaquoddy..... | 37 | 7,336 | 14 | 6,016 | 122 | 1,659 | 203 | 15,011 |
| Machias..... | 11 | 1,949 | 56 | 5,022 | 52 | 577 | 122 | 7,548 |
| Frenchmans Bay..... | 3 | 856 | 51 | 5,701 | 75 | 766 | 129 | 7,323 |
| Castine..... | 1 | 95 | 93 | 8,516 | 116 | 976 | 210 | 9,587 |
| Bangor..... | 1 | 311 | 54 | 12,185 | 5 | 71 | 60 | 12,567 |
| Belfast..... | 2 | 320 | 40 | 12,181 | 51 | 491 | 96 | 12,992 |
| Waldoboro..... | 7 | 1,260 | 89 | 28,100 | 118 | 1,265 | 211 | 30,025 |
| Wiscasset..... | 2 | 267 | 11 | 1,209 | 32 | 348 | 45 | 1,824 |
| Bath..... | 8 | 17,182 | 90 | 83,063 | 28 | 432 | 126 | 100,677 |
| Portland and Falmouth..... | 8 | 5,257 | 108 | 58,205 | 84 | 1,161 | 200 | 64,623 |
| Saco..... | 1 | 404 | 2 | 111 | | | 3 | 515 |
| Kennebunk..... | | | 7 | 515 | 6 | 80 | 13 | 625 |
| York..... | | | | | 2 | 15 | 2 | 15 |
| New Hampshire: | | | | | | | | |
| Portsmouth..... | 2 | 518 | 25 | 3,278 | 9 | 110 | 36 | 3,906 |
| Massachusetts: | | | | | | | | |
| Newburyport..... | | | 7 | 1,114 | 6 | 71 | 12 | 1,485 |
| Gloucester..... | 3 | 531 | 195 | 20,902 | 85 | 1,221 | 283 | 22,654 |
| Salem and Beverly..... | 2 | 562 | 13 | 1,155 | 11 | 130 | 26 | 1,853 |
| Marblehead..... | | | 7 | 1,850 | 15 | 151 | 22 | 2,001 |
| Boston and Charlestown..... | 31 | 17,983 | 350 | 177,115 | 94 | 1,409 | 475 | 196,707 |
| Plymouth..... | | | 2 | 166 | 4 | 33 | 6 | 199 |
| Nantuxtable..... | 2 | 350 | 37 | 4,780 | 153 | 1,211 | 192 | 6,941 |
| Nantuxket..... | | | 1 | 35 | 26 | 215 | 27 | 250 |
| Edgartown..... | | | | | 38 | 313 | 38 | 313 |
| New Bedford..... | 28 | 6,487 | 29 | 7,059 | 42 | 434 | 99 | 13,980 |
| Fall River..... | | | 70 | 70,583 | 16 | 156 | 86 | 70,739 |
| Rhode Island: | | | | | | | | |
| Providence..... | 2 | 453 | 41 | 11,197 | 73 | 747 | 116 | 12,397 |
| Bristol and Warren..... | | | 8 | 489 | 18 | 227 | 26 | 716 |
| Newport..... | | | 44 | 5,414 | 100 | 1,143 | 144 | 6,557 |
| Connecticut: | | | | | | | | |
| Stonington..... | | | 33 | 11,456 | 36 | 400 | 69 | 11,856 |
| New London..... | 3 | 801 | 105 | 76,935 | 20 | 371 | 137 | 78,107 |
| Hartford..... | | | 105 | 41,270 | 9 | 137 | 114 | 41,407 |
| New Haven..... | | | 133 | 40,524 | 67 | 835 | 200 | 41,350 |
| Bridgeport..... | 1 | 86 | 76 | 12,172 | 148 | 1,404 | 225 | 13,752 |
| New York: | | | | | | | | |
| New York— | | | | | | | | |
| New York..... | 107 | 330,789 | 3,046 | 1,257,626 | 489 | 7,277 | 3,642 | 1,601,602 |
| Albany..... | | | 251 | 35,559 | 34 | 735 | 285 | 36,294 |
| Patchogue..... | | | 74 | 4,231 | 325 | 3,040 | 399 | 7,271 |
| Port Jefferson..... | | | 18 | 2,184 | 9 | 97 | 27 | 2,281 |
| Cold Spring..... | | | 25 | 1,994 | 43 | 417 | 68 | 2,411 |
| Sag Harbor— | | | | | | | | |
| Sag Harbor..... | | | 7 | 3,232 | 21 | 186 | 28 | 3,418 |
| Greenport..... | | | 66 | 5,551 | 138 | 1,246 | 204 | 6,797 |
| New Jersey: | | | | | | | | |
| Newark..... | | | 56 | 10,152 | 31 | 566 | 87 | 10,718 |
| Perth Amboy..... | 3 | 4,776 | 303 | 115,175 | 64 | 757 | 370 | 120,708 |
| Little Egg Harbor..... | | | 6 | 1,133 | 32 | 249 | 38 | 1,382 |
| Great Egg Harbor..... | | | 16 | 1,444 | 239 | 2,428 | 255 | 3,872 |
| Bridgeton..... | | | 67 | 2,671 | 317 | 4,781 | 384 | 7,452 |
| Burlington..... | | | 12 | 1,889 | 1 | 31 | 13 | 1,920 |

No. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|---------|-----------|-----------|----------------------------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS— continued. | | | | | | | | |
| Pennsylvania: | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Philadelphia..... | 15 | 28,093 | 536 | 256,800 | 104 | 2,001 | 655 | 286,954 |
| Delaware: | | | | | | | | |
| Delaware..... | 2 | 4,599 | 83 | 22,871 | 63 | 860 | 148 | 28,330 |
| Maryland: | | | | | | | | |
| Baltimore..... | 5 | 2,771 | 503 | 191,153 | 360 | 4,193 | 928 | 198,117 |
| Annapolis..... | | | 64 | 2,550 | 132 | 1,479 | 196 | 4,029 |
| Eastern Maryland..... | | | 134 | 9,131 | 539 | 4,822 | 673 | 13,953 |
| District of Columbia: | | | | | | | | |
| Georgetown..... | | | 31 | 10,669 | 24 | 391 | 58 | 11,060 |
| Virginia: | | | | | | | | |
| Alexandria..... | | | 23 | 924 | 63 | 873 | 86 | 1,797 |
| Pappahannock..... | | | 92 | 7,800 | 144 | 1,615 | 236 | 9,415 |
| Richmond..... | | | 33 | 5,133 | 38 | 516 | 71 | 5,648 |
| Petersburg..... | | | 2 | 417 | | | 2 | 417 |
| Newport News..... | | | 47 | 5,108 | 217 | 2,733 | 264 | 7,901 |
| Norfolk and Portsmouth..... | 2 | 1,472 | 124 | 20,349 | 313 | 3,916 | 439 | 26,737 |
| Cherrystone— | | | | | | | | |
| Cape Charles..... | | | 30 | 11,043 | 196 | 2,114 | 226 | 13,157 |
| Chincoteague..... | | | 13 | 523 | 101 | 949 | 114 | 1,472 |
| North Carolina: | | | | | | | | |
| Albemarle..... | | | 40 | 4,664 | 150 | 1,777 | 190 | 6,441 |
| Pamlico..... | | | 42 | 1,953 | 170 | 2,061 | 212 | 4,014 |
| Beaufort..... | | | 14 | 520 | 230 | 2,349 | 250 | 2,869 |
| Wilmington..... | 1 | 412 | 30 | 2,852 | 48 | 646 | 79 | 3,910 |
| South Carolina: | | | | | | | | |
| Georgetown..... | | | 20 | 2,321 | 23 | 274 | 43 | 2,595 |
| Charleston..... | | | 38 | 3,582 | 112 | 1,436 | 150 | 5,018 |
| Beaufort..... | | | 13 | 2,660 | 68 | 620 | 71 | 3,280 |
| Georgia: | | | | | | | | |
| Savannah..... | | | 54 | 50,580 | 86 | 1,165 | 140 | 51,745 |
| Brunswick..... | 2 | 2,330 | 37 | 10,610 | 31 | 349 | 70 | 22,289 |
| St. Marys..... | | | 1 | 149 | 4 | 25 | 5 | 174 |
| Florida: | | | | | | | | |
| Fernandina..... | 2 | 1,037 | 9 | 1,292 | 9 | 146 | 20 | 2,475 |
| Jacksonville..... | 15 | 2,783 | 37 | 10,725 | 73 | 1,036 | 125 | 14,605 |
| St. Augustine..... | | | 13 | 1,074 | 49 | 507 | 62 | 1,581 |
| Key West..... | 31 | 3,676 | 30 | 2,035 | 158 | 1,886 | 219 | 7,597 |
| Tampa..... | 13 | 3,701 | 68 | 20,263 | 119 | 1,370 | 200 | 25,424 |
| St. Marks..... | 1 | 209 | 28 | 4,071 | 21 | 288 | 50 | 4,658 |
| Apalachicola..... | 1 | 382 | 28 | 5,350 | 35 | 356 | 64 | 6,088 |
| Pensacola..... | 3 | 271 | 87 | 10,102 | 46 | 753 | 136 | 11,126 |
| Alabama: | | | | | | | | |
| Mobile..... | 10 | 1,747 | 88 | 22,503 | 104 | 1,319 | 202 | 25,629 |
| Mississippi: | | | | | | | | |
| Pearl River..... | 8 | 1,874 | 62 | 6,494 | 202 | 3,361 | 272 | 11,729 |
| Louisiana: | | | | | | | | |
| New Orleans ^a | 12 | 10,466 | 32 | 6,868 | 110 | 2,001 | 154 | 19,335 |
| Teche..... | | | 54 | 3,762 | 201 | 2,078 | 255 | 5,840 |
| Texas: | | | | | | | | |
| Sabine..... | 2 | 210 | 48 | 50,768 | 23 | 305 | 73 | 51,283 |
| Galveston— | | | | | | | | |
| Galveston..... | 2 | 180 | 56 | 6,704 | 109 | 1,276 | 167 | 8,160 |
| Houston..... | | | 22 | 3,640 | 21 | 279 | 43 | 3,919 |
| Saluria..... | | | 1 | 30 | 80 | 650 | 81 | 680 |
| Corpus Christi..... | | | 7 | 581 | 7 | 73 | 14 | 654 |
| Total Atlantic and Gulf coasts..... | 395 | 470,966 | 8,610 | 2,950,594 | 7,904 | 95,572 | 16,999 | 3,517,132 |
| PORTO RICO. | | | | | | | | |
| Porto Rico: | | | | | | | | |
| Porto Rico..... | 37 | 1,508 | 14 | 3,037 | 34 | 390 | 85 | 5,541 |
| PACIFIC COAST. | | | | | | | | |
| Arizona: | | | | | | | | |
| Arizona..... | 1 | 92 | | | | | 1 | 92 |
| California: | | | | | | | | |
| San Diego..... | 26 | 1,422 | 4 | 5,744 | 1 | 14 | 31 | 7,180 |
| Los Angeles..... | 6 | 161 | 13 | 2,884 | 22 | 260 | 41 | 3,305 |
| San Francisco..... | 54 | 82,262 | 711 | 433,061 | 205 | 3,056 | 970 | 513,972 |
| Humboldt..... | 7 | 5,624 | 8 | 1,971 | 6 | 77 | 21 | 7,679 |

^a Seagoing vessels; for vessels in river trade, see p. 179.

No. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|---|-------------|---------|-----------|-----------|-------------------------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| PACIFIC COAST—continued. | | | | | | | | |
| Oregon: | | | | | | | | |
| Coos Bay..... | 1 | 696 | 20 | 4,147 | 58 | 678 | 79 | 5,521 |
| Yaquina..... | | | 8 | 553 | 4 | 74 | 12 | 627 |
| Astoria..... | | | 32 | 9,723 | 69 | 834 | 101 | 10,557 |
| Portland..... | 3 | 1,931 | 106 | 33,124 | 32 | 439 | 141 | 35,494 |
| Washington: | | | | | | | | |
| Puget Sound..... | 789 | 165,035 | 270 | 94,135 | 607 | 7,787 | 1,666 | 266,957 |
| Alaska: | | | | | | | | |
| Alaska..... | 201 | 55,825 | 76 | 3,983 | 194 | 2,297 | 471 | 62,105 |
| Total Pacific coast..... | 1,088 | 313,048 | 1,248 | 580,925 | 1,198 | 15,516 | 3,534 | 918,480 |
| HAWAII. | | | | | | | | |
| Hawaii: | | | | | | | | |
| Hawai..... | 3 | 3,719 | 31 | 14,319 | 6 | 64 | 40 | 18,102 |
| NORTHERN LAKES. | | | | | | | | |
| Vermont: | | | | | | | | |
| Vermont..... | | | 16 | 3,729 | | | 16 | 3,729 |
| New York: | | | | | | | | |
| Champlain..... | | | 481 | 50,047 | | | 481 | 50,047 |
| Oswegatchie..... | | | 54 | 20,131 | | | 54 | 26,131 |
| Cape Vincent..... | | | 77 | 5,884 | | | 77 | 5,884 |
| Oswego..... | | | 42 | 110,040 | | | 42 | 110,040 |
| Genesee..... | | | 11 | 885 | | | 11 | 885 |
| Niagara..... | | | 28 | 75,045 | | | 28 | 75,045 |
| Buffalo Creek..... | | | 307 | 268,838 | | | 307 | 268,838 |
| Dunkirk..... | | | 17 | 822 | | | 17 | 822 |
| Pennsylvania: | | | | | | | | |
| Erie..... | | | 81 | 78,295 | | | 81 | 78,295 |
| Ohio: | | | | | | | | |
| Cuyahoga..... | | | 205 | 880,614 | | | 205 | 880,614 |
| Sandusky..... | | | 69 | 12,021 | | | 69 | 12,021 |
| Miami..... | | | 51 | 17,130 | | | 51 | 17,130 |
| Michigan: | | | | | | | | |
| Detroit..... | 2 | 2,165 | 217 | 189,029 | | | 219 | 191,194 |
| Huron..... | | | 132 | 51,264 | | | 132 | 54,264 |
| Superior..... | | | 125 | 53,705 | | | 125 | 53,705 |
| Michigan..... | | | 272 | 40,220 | | | 272 | 40,220 |
| Illinois: | | | | | | | | |
| Chicago..... | 1 | 419 | 246 | 99,902 | | | 247 | 100,321 |
| Wisconsin: | | | | | | | | |
| Milwaukee..... | | | 332 | 82,072 | | | 332 | 82,072 |
| Minnesota: | | | | | | | | |
| Duluth..... | | | 414 | 843,845 | | | 414 | 843,845 |
| Total northern lakes..... | 3 | 2,584 | 3,270 | 2,892,518 | | | 3,273 | 2,895,102 |
| WESTERN RIVERS. | | | | | | | | |
| Louisiana: | | | | | | | | |
| New Orleans ^a | | | 99 | 12,401 | 101 | 1,942 | 203 | 14,343 |
| Mississippi: | | | | | | | | |
| Natchez..... | | | 6 | 1,136 | | | 6 | 1,136 |
| Vicksburg..... | | | 23 | 4,523 | 28 | 362 | 51 | 4,885 |
| Tennessee: | | | | | | | | |
| Memphis ^b | | | 56 | 8,949 | 137 | 1,476 | 193 | 10,425 |
| Nashville ^b | | | 21 | 2,983 | 16 | 187 | 37 | 3,170 |
| Chattanooga ^b | | | 30 | 2,298 | 45 | 381 | 75 | 2,679 |
| Kentucky: | | | | | | | | |
| Paducah ^b | | | 32 | 4,030 | 32 | 327 | 61 | 4,363 |
| Louisville ^b | | | 32 | 4,326 | 56 | 677 | 88 | 5,003 |
| Missouri: | | | | | | | | |
| St. Louis ^b | | | 62 | 17,556 | 41 | 430 | 103 | 17,986 |
| Kansas City ^b | | | 11 | 1,042 | 13 | 180 | 24 | 1,222 |
| St. Joseph ^b | | | 4 | 138 | | | 4 | 138 |
| Nebraska: | | | | | | | | |
| Omaha ^b | | | 1 | 128 | | | 1 | 128 |
| North Dakota: | | | | | | | | |
| North and South Dakota..... | | | 25 | 1,834 | 1 | 17 | 26 | 1,851 |
| Montana: | | | | | | | | |
| Montana and Idaho..... | | | 4 | 1,058 | 3 | 60 | 7 | 1,118 |

^a Vessels in river trade only; for seagoing vessels, see p. 178.^b A port in the customs district of New Orleans.

No. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|---|-------------|-------|-----------|---------|-------------------------|--------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| WESTERN RIVERS—cont'd. | | | | | | | | |
| Iowa: | | | | | | | | |
| Sioux City a..... | | | 16 | 788 | 7 | 101 | 23 | 889 |
| Burlington a..... | | | 13 | 895 | 34 | 302 | 47 | 1,197 |
| Dubuque a..... | | | 4 | 777 | 13 | 135 | 17 | 912 |
| Minnesota: | | | | | | | | |
| Minnesota..... | | | 25 | 2,417 | 10 | 303 | 44 | 2,720 |
| Wisconsin: | | | | | | | | |
| La Crosse a..... | | | 16 | 1,153 | 7 | 86 | 23 | 1,239 |
| Illinois: | | | | | | | | |
| Chicago— | | | | | | | | |
| Galena..... | | | 1 | 45 | 7 | 82 | 8 | 127 |
| Rock Island..... | | | 42 | 4,521 | 86 | 821 | 128 | 5,342 |
| Peoria..... | | | 9 | 702 | 7 | 119 | 16 | 821 |
| Cairo..... | | | 10 | 2,759 | 10 | 118 | 20 | 2,877 |
| Indiana: | | | | | | | | |
| Evansville a..... | | | 55 | 5,571 | 95 | 1,031 | 150 | 6,602 |
| Ohio: | | | | | | | | |
| Cincinnati a..... | | | 63 | 13,279 | 17 | 526 | 110 | 13,805 |
| West Virginia: | | | | | | | | |
| Wheeling a..... | | | 76 | 11,501 | 111 | 1,138 | 187 | 12,612 |
| Pennsylvania: | | | | | | | | |
| Pittsburg..... | | | 110 | 35,916 | 14 | 180 | 151 | 36,096 |
| Total western rivers..... | | | 876 | 142,735 | 633 | 10,981 | 1,809 | 153,716 |

SUMMARY.

| | | | | | | | | |
|-------------------------------|-------|---------|--------|-----------|--------|---------|--------|-----------|
| Atlantic and Gulf coasts..... | 305 | 170,066 | 8,610 | 2,050,591 | 7,991 | 95,572 | 16,999 | 3,517,132 |
| Porto Rico..... | 37 | 1,508 | 14 | 3,037 | 31 | 396 | 85 | 5,541 |
| Pacific coast..... | 1,088 | 313,018 | 1,248 | 589,925 | 1,198 | 15,516 | 3,534 | 918,489 |
| Hawaii..... | 3 | 3,719 | 31 | 14,319 | 6 | 61 | 40 | 18,192 |
| Northern lakes..... | 3 | 2,581 | 3,270 | 2,392,518 | 6 | 3,273 | 3,273 | 2,895,102 |
| Western rivers..... | | | 876 | 112,735 | 933 | 10,981 | 1,809 | 153,716 |
| Grand total..... | 1,526 | 791,825 | 14,019 | 6,593,728 | 10,165 | 122,529 | 25,740 | 7,508,082 |

a A port in the customs district of New Orleans.

No. 2.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY STATES AND TERRITORIES, JUNE 30, 1910.

| States and Territories in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|---|-------------|---------|-----------|-----------|-------------------------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Maine..... | 84 | 35,237 | 645 | 221,154 | 694 | 7,841 | 1,423 | 264,232 |
| New Hampshire..... | 2 | 618 | 25 | 3,278 | 9 | 110 | 36 | 3,906 |
| Vermont..... | | | 16 | 8,729 | | | 16 | 3,729 |
| Massachusetts..... | 66 | 25,013 | 711 | 294,059 | 480 | 5,550 | 1,266 | 325,522 |
| Rhode Island..... | 2 | 453 | 93 | 17,100 | 191 | 2,117 | 286 | 19,070 |
| Connecticut..... | 4 | 887 | 452 | 182,357 | 289 | 3,237 | 745 | 186,481 |
| New York..... | 107 | 336,789 | 4,504 | 1,848,009 | 1,059 | 12,998 | 5,070 | 2,197,856 |
| New Jersey..... | 3 | 4,776 | 400 | 132,464 | 684 | 8,612 | 1,147 | 146,052 |
| Pennsylvania..... | 15 | 28,093 | 757 | 371,071 | 118 | 2,151 | 880 | 401,345 |
| Delaware..... | 2 | 4,590 | 83 | 22,871 | 63 | 860 | 148 | 28,330 |
| Maryland..... | 5 | 2,771 | 761 | 202,334 | 1,031 | 10,491 | 1,767 | 216,099 |
| District of Columbia..... | | | 34 | 10,009 | 24 | 391 | 58 | 11,000 |
| Virginia..... | 2 | 1,472 | 361 | 51,357 | 1,072 | 12,715 | 1,438 | 65,544 |
| North Carolina..... | 1 | 412 | 126 | 9,989 | 604 | 6,833 | 731 | 17,234 |
| South Carolina..... | | | 71 | 8,503 | 193 | 2,330 | 264 | 10,893 |
| Georgia..... | 2 | 2,330 | 92 | 70,339 | 121 | 1,539 | 215 | 74,208 |
| Florida..... | 68 | 12,239 | 300 | 54,013 | 510 | 6,402 | 876 | 73,554 |
| Alabama..... | 10 | 1,747 | 88 | 22,563 | 104 | 1,310 | 202 | 25,629 |
| Mississippi..... | 8 | 1,874 | 91 | 12,153 | 230 | 3,723 | 329 | 17,750 |
| Louisiana..... | 12 | 10,466 | 185 | 23,031 | 415 | 6,021 | 612 | 39,518 |
| Texas..... | 4 | 390 | 134 | 61,723 | 240 | 2,583 | 378 | 64,696 |
| Porto Rico..... | 37 | 1,508 | 14 | 3,637 | 34 | 396 | 85 | 5,541 |
| Tennessee..... | | | 107 | 14,230 | 198 | 2,044 | 305 | 16,274 |
| Kentucky..... | | | 64 | 8,362 | 88 | 1,004 | 152 | 9,366 |
| Missouri..... | | | 77 | 18,736 | 54 | 610 | 131 | 19,346 |

NO. 2.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY STATES AND TERRITORIES, JUNE 30, 1910—Continued.

| States and Territories in which documented. | Registered. | | Enrolled | | Licensed under 20 tons. | | Total. | |
|---|-------------|---------|----------|-----------|-------------------------|---------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Nebraska..... | | | 1 | 128 | | | 1 | 128 |
| North Dakota..... | | | 25 | 1,831 | 1 | 17 | 26 | 1,848 |
| Montana..... | | | 4 | 1,058 | 3 | 60 | 7 | 1,118 |
| Iowa..... | | | 33 | 2,460 | 51 | 538 | 87 | 2,998 |
| Minnesota..... | | | 439 | 840,262 | 19 | 303 | 458 | 840,565 |
| Wisconsin..... | | | 348 | 83,225 | 7 | 80 | 355 | 83,311 |
| Michigan..... | 2 | 2,165 | 746 | 337,218 | | | 748 | 339,383 |
| Illinois..... | 1 | 419 | 308 | 107,920 | 110 | 1,140 | 419 | 109,488 |
| Indiana..... | | | 55 | 5,571 | 95 | 1,031 | 150 | 6,602 |
| Ohio..... | | | 481 | 923,044 | 47 | 526 | 528 | 923,570 |
| West Virginia..... | | | 76 | 11,504 | 111 | 1,138 | 187 | 12,642 |
| Arizona..... | 1 | 92 | | | | | 1 | 92 |
| California..... | 93 | 89,469 | 736 | 444,260 | 234 | 3,407 | 1,063 | 537,136 |
| Oregon..... | 4 | 2,627 | 166 | 47,547 | 163 | 2,025 | 333 | 52,190 |
| Washington..... | 780 | 165,035 | 270 | 94,135 | 607 | 7,787 | 1,656 | 266,957 |
| Alaska..... | 201 | 55,825 | 76 | 3,983 | 194 | 2,297 | 471 | 62,105 |
| Hawaii..... | 3 | 3,719 | 31 | 14,319 | 6 | 64 | 40 | 18,102 |
| Total..... | 1,526 | 791,825 | 14,049 | 6,593,728 | 10,165 | 122,529 | 25,740 | 7,508,082 |

NO. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

| States and customs districts in which documented. | Registered. | | Enrolled | | Licensed under 20 tons. | | Total. | |
|---|-------------|---------|----------|---------|-------------------------|-------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS. | | | | | | | | |
| Maine: | | | | | | | | |
| Passamaquoddy..... | 12 | 375 | 6 | 400 | 95 | 1,372 | 113 | 2,147 |
| Machias..... | 6 | 138 | 5 | 152 | 21 | 285 | 32 | 575 |
| Frenchmans Bay..... | | | 7 | 384 | 62 | 617 | 69 | 1,001 |
| Castine..... | | | 6 | 443 | 35 | 338 | 41 | 781 |
| Bangor..... | | | 8 | 2,849 | 2 | 42 | 10 | 2,891 |
| Belfast..... | | | 5 | 3,306 | 25 | 241 | 30 | 3,547 |
| Waldoboro..... | | | 14 | 3,323 | 79 | 931 | 93 | 4,254 |
| Wiscasset..... | | | 1 | 20 | 16 | 184 | 17 | 213 |
| Bath..... | 1 | 142 | 30 | 22,661 | 11 | 193 | 42 | 22,996 |
| Portland and Falmouth..... | 5 | 4,056 | 49 | 19,382 | 55 | 867 | 109 | 24,305 |
| Saco..... | | | 1 | 43 | | | 1 | 43 |
| Kennebunk..... | | | 2 | 177 | 1 | 28 | 3 | 205 |
| New Hampshire: | | | | | | | | |
| Portsmouth..... | | | 6 | 573 | 4 | 67 | 10 | 640 |
| Massachusetts: | | | | | | | | |
| Newburyport..... | | | 6 | 949 | 3 | 53 | 9 | 1,002 |
| Gloucester..... | | | 24 | 1,977 | 61 | 907 | 85 | 2,884 |
| Salem and Beverly..... | | | 3 | 182 | 4 | 47 | 7 | 229 |
| Marblehead..... | | | | | 10 | 103 | 10 | 103 |
| Boston and Charlestown..... | 5 | 8,991 | 118 | 47,613 | 98 | 1,308 | 191 | 58,212 |
| Plymouth..... | | | 1 | 73 | | | 1 | 73 |
| Barnstable..... | | | 6 | 182 | 112 | 941 | 118 | 1,123 |
| Nantucket..... | | | | | 5 | 71 | 5 | 71 |
| Edgartown..... | | | | | 35 | 286 | 35 | 286 |
| New Bedford..... | | | 11 | 3,271 | 37 | 395 | 48 | 3,666 |
| Fall River..... | | | 26 | 48,181 | 16 | 156 | 42 | 48,337 |
| Rhode Island: | | | | | | | | |
| Providence..... | | | 33 | 7,218 | 61 | 636 | 94 | 7,854 |
| Bristol and Warren..... | | | 7 | 451 | 10 | 152 | 17 | 603 |
| Newport..... | | | 32 | 4,271 | 85 | 1,003 | 117 | 5,274 |
| Connecticut: | | | | | | | | |
| Stonington..... | | | 13 | 1,466 | 33 | 373 | 46 | 1,839 |
| New London..... | 1 | 310 | 46 | 50,510 | 21 | 735 | 68 | 51,145 |
| Hartford..... | | | 20 | 11,051 | 7 | 123 | 27 | 11,174 |
| New Haven..... | | | 57 | 10,101 | 52 | 702 | 109 | 10,803 |
| Bridgeport..... | | | 19 | 5,958 | 50 | 756 | 108 | 6,714 |
| New York: | | | | | | | | |
| New York..... | 67 | 315,336 | 1,023 | 592,395 | 409 | 6,442 | 1,499 | 914,173 |
| Albany..... | | | 96 | 17,098 | 34 | 735 | 130 | 17,833 |
| Patchogue..... | | | 21 | 770 | 180 | 1,984 | 201 | 2,754 |
| Port Jefferson..... | | | 1 | 57 | 3 | 41 | 4 | 98 |
| Cold Spring..... | | | 10 | 998 | 27 | 200 | 37 | 1,288 |
| Sag Harbor: | | | | | | | | |
| Sag Harbor..... | | | 3 | 1,835 | 3 | 30 | 6 | 1,871 |
| Greenport..... | | | 41 | 4,321 | 72 | 755 | 113 | 5,076 |

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|---------|-----------|-----------|----------------------------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS— continued. | | | | | | | | |
| New Jersey: | | | | | | | | |
| Newark..... | | | 31 | 5,255 | 28 | 538 | 59 | 5,793 |
| Perth Amboy..... | 2 | 4,208 | 48 | 10,948 | 25 | 360 | 75 | 15,516 |
| Little Egg Harbor..... | | | | | 13 | 114 | 13 | 114 |
| Great Egg Harbor..... | | | 11 | 1,216 | 144 | 1,581 | 155 | 2,797 |
| Bridgeton..... | | | 4 | 150 | 23 | 288 | 27 | 438 |
| Burlington..... | | | 8 | 1,515 | 1 | 31 | 9 | 1,546 |
| Pennsylvania: | | | | | | | | |
| Philadelphia..... | 4 | 23,616 | 207 | 70,199 | 75 | 1,498 | 286 | 104,313 |
| Delaware: | | | | | | | | |
| Wilmington..... | 2 | 4,590 | 35 | 7,402 | 15 | 243 | 52 | 12,334 |
| Maryland: | | | | | | | | |
| Baltimore..... | | | 175 | 119,716 | 96 | 1,607 | 271 | 121,323 |
| Annapolis..... | | | 2 | 82 | 19 | 175 | 21 | 257 |
| Eastern Maryland..... | | | 3 | 115 | 31 | 338 | 34 | 453 |
| District of Columbia: | | | | | | | | |
| Georgetown..... | | | 18 | 9,367 | 18 | 330 | 36 | 9,697 |
| Virginia: | | | | | | | | |
| Alexandria..... | | | | | 7 | 106 | 7 | 106 |
| Tappahannock..... | | | 33 | 4,961 | 26 | 325 | 59 | 5,286 |
| Richmond..... | | | 9 | 1,628 | 10 | 150 | 19 | 1,778 |
| Petersburg..... | | | 2 | 417 | | | 2 | 417 |
| Newport News..... | | | 15 | 2,463 | 51 | 795 | 66 | 3,259 |
| Norfolk and Portsmouth..... | | | 58 | 9,945 | 101 | 2,317 | 219 | 12,262 |
| Cherrystone— | | | | | | | | |
| Cape Charles..... | | | 14 | 2,916 | 33 | 414 | 47 | 3,330 |
| Chincoteague..... | | | 1 | 25 | 13 | 124 | 14 | 149 |
| North Carolina: | | | | | | | | |
| Albemarle..... | | | 17 | 3,106 | 60 | 771 | 77 | 3,877 |
| Pamlico..... | | | 22 | 1,318 | 32 | 685 | 74 | 2,003 |
| Beaufort..... | | | 5 | 174 | 61 | 721 | 66 | 895 |
| Wilmington..... | | | 24 | 1,049 | 18 | 254 | 42 | 2,203 |
| South Carolina: | | | | | | | | |
| Georgetown..... | | | 20 | 2,321 | 21 | 256 | 41 | 2,577 |
| Charleston..... | | | 20 | 2,436 | 66 | 630 | 86 | 3,375 |
| Beaufort..... | | | 7 | 954 | 8 | 104 | 15 | 1,058 |
| Georgia: | | | | | | | | |
| Savannah..... | | | 34 | 47,721 | 13 | 258 | 47 | 47,979 |
| Brunswick..... | 2 | 2,330 | 29 | 16,105 | 24 | 283 | 55 | 18,718 |
| St. Marys..... | | | 1 | 140 | 3 | 18 | 4 | 107 |
| Florida: | | | | | | | | |
| Fernandina..... | | | 3 | 295 | 1 | 14 | 4 | 309 |
| Jacksonville..... | 10 | 2,034 | 27 | 3,261 | 65 | 1,015 | 102 | 6,310 |
| St. Augustine..... | | | 12 | 1,050 | 40 | 408 | 52 | 1,458 |
| Key West..... | 9 | 2,293 | 13 | 1,469 | 56 | 688 | 78 | 4,450 |
| Tampa..... | 3 | 2,566 | 19 | 5,001 | 42 | 572 | 64 | 8,169 |
| St. Marks..... | | | 7 | 483 | 10 | 172 | 17 | 655 |
| Apalachicola..... | | | 18 | 1,760 | 18 | 214 | 36 | 1,980 |
| Pensacola..... | | | 22 | 2,242 | 17 | 329 | 39 | 2,571 |
| Alabama: | | | | | | | | |
| Mobile..... | 4 | 437 | 45 | 6,254 | 33 | 545 | 82 | 7,236 |
| Mississippi: | | | | | | | | |
| Pearl River..... | 2 | 150 | 17 | 3,153 | 26 | 490 | 45 | 3,793 |
| Louisiana: | | | | | | | | |
| New Orleans a..... | 10 | 10,020 | 9 | 4,764 | | | 19 | 14,784 |
| Teche..... | | | 48 | 2,964 | 103 | 1,334 | 151 | 4,298 |
| Texas: | | | | | | | | |
| Sabine..... | 1 | 119 | 19 | 30,622 | 17 | 231 | 37 | 30,972 |
| Galveston— | | | | | | | | |
| Galveston..... | 2 | 180 | 21 | 1,835 | 76 | 936 | 99 | 2,051 |
| Houston..... | | | 11 | 825 | 21 | 279 | 32 | 1,104 |
| Saluria..... | | | | | 29 | 276 | 29 | 276 |
| Corpus Christi..... | | | 4 | 150 | 5 | 54 | 9 | 504 |
| Total Atlantic and Gulf coasts..... | 148 | 381,939 | 2,935 | 1,265,033 | 3,487 | 40,951 | 6,570 | 1,693,923 |
| PORTO RICO. | | | | | | | | |
| Porto Rico: | | | | | | | | |
| Porto Rico..... | 1 | 80 | 9 | 1,899 | 3 | 31 | 13 | 2,010 |
| PACIFIC COAST. | | | | | | | | |
| Arizona: | | | | | | | | |
| Arizona..... | 1 | 92 | | | | | 1 | 92 |

a Seagoing vessels; for vessels in river trade, see p. 183.

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|---------|-----------|-----------|----------------------------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| PACIFIC COAST—continued | | | | | | | | |
| California: | | | | | | | | |
| San Diego | 13 | 747 | 3 | 5,291 | 1 | 14 | 17 | 6,052 |
| Los Angeles | 6 | 161 | 13 | 2,884 | 22 | 260 | 41 | 3,305 |
| San Francisco | 29 | 69,577 | 347 | 267,361 | 183 | 2,725 | 559 | 339,663 |
| Humboldt | | | 5 | 1,147 | 6 | 77 | 11 | 1,224 |
| Oregon: | | | | | | | | |
| Coos Bay | | | 18 | 3,701 | 58 | 678 | 76 | 4,379 |
| Yaquina | | | 7 | 456 | 4 | 74 | 11 | 530 |
| Astoria | | | 22 | 1,941 | 68 | 814 | 90 | 2,755 |
| Portland | | | 98 | 27,374 | 30 | 410 | 128 | 28,284 |
| Washington: | | | | | | | | |
| Puget Sound | 184 | 71,493 | 172 | 46,094 | 488 | 6,600 | 844 | 124,187 |
| Alaska: | | | | | | | | |
| Alaska | 112 | 30,301 | 25 | 2,103 | 141 | 1,664 | 278 | 34,071 |
| Total Pacific coast | 345 | 172,374 | 710 | 358,852 | 1,001 | 13,316 | 2,056 | 544,542 |
| HAWAII. | | | | | | | | |
| Hawaii: | | | | | | | | |
| Hawaii | | | 24 | 10,585 | 5 | 51 | 29 | 10,636 |
| NORTHERN LAKES. | | | | | | | | |
| Vermont: | | | | | | | | |
| Vermont | | | 8 | 2,901 | | | 8 | 2,901 |
| New York: | | | | | | | | |
| Champlain | | | 15 | 944 | | | 15 | 944 |
| Oswegatchie | | | 33 | 18,695 | | | 33 | 18,695 |
| Cape Vincent | | | 34 | 1,590 | | | 34 | 1,590 |
| Oswego | | | 39 | 109,014 | | | 39 | 109,014 |
| Genesee | | | 11 | 885 | | | 11 | 885 |
| Niagara | | | 22 | 70,432 | | | 22 | 70,432 |
| Buffalo Creek | | | 224 | 240,285 | | | 224 | 240,285 |
| Dunkirk | | | 16 | 466 | | | 16 | 466 |
| Pennsylvania: | | | | | | | | |
| Erie | | | 77 | 76,529 | | | 77 | 76,529 |
| Ohio: | | | | | | | | |
| Cuyahoga | | | 259 | 833,044 | | | 259 | 833,044 |
| Sandusky | | | 62 | 7,032 | | | 62 | 7,032 |
| Miami | | | 39 | 13,017 | | | 39 | 13,017 |
| Michigan: | | | | | | | | |
| Detroit | 2 | 2,165 | 117 | 149,104 | | | 119 | 151,269 |
| Huron | | | 79 | 33,226 | | | 79 | 33,226 |
| Superior | | | 94 | 47,471 | | | 94 | 47,471 |
| Michigan | | | 249 | 38,805 | | | 249 | 38,805 |
| Illinois: | | | | | | | | |
| Chicago | 1 | 419 | 206 | 83,072 | | | 207 | 83,491 |
| Wisconsin: | | | | | | | | |
| Milwaukee | | | 236 | 60,666 | | | 236 | 60,666 |
| Minnesota: | | | | | | | | |
| Duluth | | | 284 | 717,806 | | | 284 | 717,806 |
| Total northern lakes | 3 | 2,584 | 2,104 | 2,505,885 | | | 2,107 | 2,508,469 |
| WESTERN RIVERS. | | | | | | | | |
| Louisiana: | | | | | | | | |
| New Orleans ^a | | | 99 | 12,401 | 104 | 1,942 | 203 | 14,343 |
| Mississippi: | | | | | | | | |
| Natchez | | | 6 | 1,136 | | | 6 | 1,136 |
| Vicksburg | | | 21 | 4,447 | 27 | 354 | 48 | 4,801 |
| Tennessee: | | | | | | | | |
| Memphis ^b | | | 56 | 8,649 | 137 | 1,476 | 193 | 10,425 |
| Nashville ^b | | | 21 | 2,383 | 16 | 187 | 37 | 3,170 |
| Chatanooga ^b | | | 24 | 2,031 | 34 | 274 | 58 | 2,305 |
| Kentucky: | | | | | | | | |
| Paducah ^b | | | 29 | 3,626 | 32 | 327 | 61 | 3,953 |
| Louisville ^b | | | 29 | 4,218 | 55 | 603 | 84 | 4,831 |
| Missouri: | | | | | | | | |
| St. Louis ^b | | | 58 | 16,100 | 41 | 430 | 99 | 10,539 |
| Kansas City ^b | | | 11 | 1,042 | 13 | 180 | 24 | 1,222 |
| St. Joseph ^b | | | 4 | 138 | | | 4 | 138 |
| Nebraska: | | | | | | | | |
| Omaha ^b | | | 1 | 128 | | | 1 | 128 |
| North Dakota: | | | | | | | | |
| North and South Dakota | | | 7 | 483 | 1 | 17 | 8 | 500 |
| Montana: | | | | | | | | |
| Montana and Idaho | | | 4 | 1,058 | 3 | 60 | 7 | 1,118 |

^a Vessels in river trade only; for seagoing vessels, see p. 182.^b A port in the customs district of New Orleans.

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|-------|-----------|---------|----------------------------|--------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| WESTERN RIVERS—continued. | | | | | | | | |
| Iowa: | | | | | | | | |
| Sioux City ^a | | | 16 | 788 | 7 | 101 | 23 | 889 |
| Burlington ^a | | | 10 | 687 | 28 | 233 | 38 | 920 |
| Dubuque ^a | | | 3 | 624 | 12 | 129 | 15 | 753 |
| Minnesota: | | | | | | | | |
| Minnesota..... | | | 17 | 1,607 | 17 | 289 | 34 | 1,896 |
| Wisconsin: | | | | | | | | |
| La Crosse ^a | | | 11 | 776 | 6 | 71 | 17 | 847 |
| Illinois: | | | | | | | | |
| Chicago— | | | | | | | | |
| Galena..... | | | 1 | 45 | 4 | 46 | 5 | 91 |
| Rock Island..... | | | 28 | 3,435 | 82 | 772 | 110 | 4,207 |
| Peoria..... | | | 9 | 702 | 7 | 119 | 16 | 821 |
| Cairo..... | | | 8 | 1,612 | 10 | 118 | 18 | 1,730 |
| Indiana: | | | | | | | | |
| Evansville ^a | | | 50 | 4,940 | 94 | 1,018 | 144 | 5,957 |
| Ohio: | | | | | | | | |
| Cincinnati ^a | | | 63 | 13,279 | 47 | 526 | 110 | 13,805 |
| West Virginia: | | | | | | | | |
| Wheeling ^a | | | 65 | 9,865 | 101 | 1,002 | 166 | 10,867 |
| Pennsylvania: | | | | | | | | |
| Pittsburg..... | | | 134 | 33,159 | 11 | 180 | 145 | 33,339 |
| Total western rivers..... | | | 785 | 130,267 | 892 | 10,514 | 1,677 | 140,781 |

SUMMARY.

| | | | | | | | | |
|-------------------------------|-----|---------|-------|-----------|-------|--------|--------|-----------|
| Atlantic and Gulf coasts..... | 148 | 381,939 | 2,935 | 1,265,033 | 3,487 | 46,951 | 6,570 | 1,693,923 |
| Porto Rico..... | 1 | 80 | 9 | 1,899 | 3 | 31 | 13 | 2,010 |
| Pacific coast..... | 345 | 172,374 | 710 | 358,852 | 1,001 | 13,316 | 2,056 | 544,542 |
| Hawaii..... | | | 24 | 10,585 | 5 | 51 | 29 | 10,636 |
| Northern lakes..... | 3 | 2,584 | 2,104 | 2,505,885 | | | 2,107 | 2,508,469 |
| Western rivers..... | | | 785 | 130,267 | 892 | 10,514 | 1,677 | 140,781 |
| Grand total..... | 497 | 556,977 | 6,567 | 4,272,521 | 5,388 | 70,863 | 12,452 | 4,900,861 |

^a A port in the customs district of New Orleans.

No. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|---------|-----------|---------|----------------------------|-------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS. | | | | | | | | |
| Maine: | | | | | | | | |
| Bangor..... | | | 2 | 2,300 | | | 2 | 2,300 |
| Belfast..... | | | 4 | 5,262 | | | 4 | 5,262 |
| Waldoboro..... | | | 9 | 8,086 | | | 9 | 8,086 |
| Bath..... | 4 | 12,582 | 7 | 14,469 | | | 11 | 27,051 |
| Portland and Falmouth..... | 1 | 3,826 | 8 | 13,674 | | | 9 | 17,500 |
| Massachusetts: | | | | | | | | |
| Salem and Beverly..... | | | | | 1 | 19 | 1 | 19 |
| Marblehead..... | | | 2 | 1,270 | | | 2 | 1,270 |
| Boston and Charlestown..... | 6 | 9,479 | 22 | 32,822 | | | 28 | 42,301 |
| New Bedford..... | | | 1 | 652 | | | 1 | 652 |
| Fall River..... | | | 12 | 32,962 | | | 12 | 32,962 |
| Rhode Island: | | | | | | | | |
| Providence..... | | | 3 | 3,945 | | | 3 | 3,945 |
| Bristol and Warren..... | | | 1 | 257 | | | 1 | 257 |
| Newport..... | | | 1 | 332 | | | 1 | 332 |
| Connecticut: | | | | | | | | |
| New London..... | | | 19 | 42,727 | | | 19 | 42,727 |
| Hartford..... | | | 7 | 6,012 | | | 7 | 6,012 |
| New Haven..... | | | 23 | 7,925 | | | 23 | 7,925 |
| Bridgeport..... | | | | | 1 | 16 | 1 | 16 |
| New York: | | | | | | | | |
| New York— | | | | | | | | |
| New York..... | 82 | 328,193 | 426 | 519,401 | 2 | 34 | 510 | 847,628 |
| Albany..... | | | 21 | 5,735 | 3 | 80 | 24 | 5,815 |
| Sag Harbor— | | | | | | | | |
| Sag Harbor..... | | | 1 | 1,205 | | | 1 | 1,205 |

No. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Registered | | Enrolled. | | Licensed under 20 tons | | Total. | |
|--|------------|---------|-----------|-----------|---------------------------|-------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS— continued. | | | | | | | | |
| New Jersey: | | | | | | | | |
| Newark..... | | | 3 | 962 | | | 3 | 962 |
| Perth Amboy..... | 2 | 4,208 | 31 | 16,519 | | | 33 | 20,727 |
| Great Egg Harbor..... | | | 2 | 789 | | | 2 | 789 |
| Bridgeton..... | | | 1 | 48 | | | 1 | 48 |
| Burlington..... | | | 5 | 1,322 | | | 5 | 1,322 |
| Pennsylvania: | | | | | | | | |
| Philadelphia..... | 5 | 23,954 | 137 | 84,024 | 9 | 282 | 151 | 108,260 |
| Delaware: | | | | | | | | |
| Delaware..... | 2 | 4,500 | 16 | 5,405 | 1 | 25 | 19 | 10,029 |
| Maryland: | | | | | | | | |
| Baltimore..... | 1 | 134 | 98 | 109,105 | 3 | 88 | 102 | 109,987 |
| District of Columbia: | | | | | | | | |
| Georgetown..... | | | 10 | 7,373 | | | 10 | 7,373 |
| Virginia: | | | | | | | | |
| Richmond..... | | | 4 | 1,258 | | | 4 | 1,258 |
| Petersburg..... | | | 1 | 319 | | | 1 | 319 |
| Newport News..... | | | 8 | 3,230 | | | 8 | 3,230 |
| Norfolk and Portsmouth..... | | | 13 | 4,621 | 2 | 52 | 15 | 4,673 |
| Cherrystone— Cape Charles..... | | | 10 | 8,861 | | | 10 | 8,861 |
| North Carolina: | | | | | | | | |
| Albemarle..... | | | 4 | 1,883 | 1 | 20 | 5 | 1,903 |
| Pamlico..... | | | 1 | 38 | | | 1 | 38 |
| Wilmington..... | | | 6 | 819 | 1 | 17 | 7 | 836 |
| South Carolina: | | | | | | | | |
| Georgetown..... | | | 5 | 977 | | | 5 | 977 |
| Charleston..... | | | 6 | 973 | 1 | 39 | 7 | 1,012 |
| Beaufort..... | | | 1 | 150 | | | 1 | 150 |
| Georgia: | | | | | | | | |
| Savannah..... | | | 19 | 45,399 | | | 19 | 45,399 |
| Brunswick..... | 2 | 2,330 | 8 | 13,636 | | | 10 | 15,966 |
| Florida: | | | | | | | | |
| Pennandina..... | | | 1 | 115 | | | 1 | 115 |
| Jacksonville..... | 3 | 1,346 | 4 | 516 | | | 7 | 1,862 |
| St. Augustine..... | | | 2 | 350 | | | 2 | 350 |
| Key West..... | 2 | 2,075 | 2 | 297 | | | 4 | 2,372 |
| Tampa..... | 2 | 2,502 | 5 | 3,611 | | | 7 | 6,113 |
| St. Marks..... | | | 2 | 131 | | | 2 | 134 |
| Pensacola..... | | | 7 | 1,071 | 1 | 23 | 8 | 1,094 |
| Alabama: | | | | | | | | |
| Mobile..... | 2 | 559 | 7 | 1,686 | | | 9 | 2,245 |
| Mississippi: | | | | | | | | |
| Pearl River..... | 1 | 424 | 2 | 985 | | | 3 | 1,409 |
| Louisiana: | | | | | | | | |
| New Orleans..... | 6 | 9,866 | 9 | 4,764 | | | 15 | 14,630 |
| Texas: | | | | | | | | |
| Sabine..... | | | 21 | 40,564 | 1 | 17 | 22 | 40,581 |
| Galveston— Galveston..... | 1 | 92 | 7 | 1,119 | | | 8 | 1,211 |
| Houston..... | | | 2 | 361 | | | 2 | 364 |
| Corpus Christi..... | | | 3 | 217 | | | 3 | 217 |
| Total Atlantic and Gulf coasts..... | 122 | 406,520 | 1,032 | 1,063,817 | 27 | 711 | 1,181 | 1,471,057 |
| PORTO RICO. | | | | | | | | |
| Porto Rico: | | | | | | | | |
| Porto Rico..... | | | 7 | 1,647 | | | 7 | 1,647 |
| PACIFIC COAST. | | | | | | | | |
| Arizona: | | | | | | | | |
| Arizona..... | 1 | 92 | | | | | 1 | 92 |
| California: | | | | | | | | |
| San Diego..... | 1 | 132 | 1 | 4,408 | | | 2 | 4,540 |
| Los Angeles..... | | | 1 | 481 | | | 1 | 484 |
| San Francisco..... | 20 | 71,669 | 88 | 173,421 | 2 | 48 | 110 | 245,168 |
| Oregon: | | | | | | | | |
| Coos Bay..... | | | 1 | 2,009 | | | 1 | 2,009 |
| Portland..... | | | 3 | 1,743 | | | 3 | 1,743 |
| Washington: | | | | | | | | |
| Puget Sound..... | 27 | 45,416 | 13 | 23,362 | | | 40 | 68,778 |
| Alaska: | | | | | | | | |
| Alaska..... | 7 | 2,537 | | | 1 | 9 | 8 | 2,546 |
| Total Pacific coast..... | 56 | 119,876 | 107 | 205,427 | 3 | 57 | 166 | 325,360 |

a Seagoing vessels; for vessels in river trade, see p. 186.

No. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|---|-------------|-------|-----------|-----------|-------------------------|-------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| HAWAII. | | | | | | | | |
| Hawaii..... | 1 | 2,842 | 8 | 5,228 | | | 9 | 8,070 |
| NORTHERN LAKES. | | | | | | | | |
| Vermont: | | | | | | | | |
| Vermont..... | | | 3 | 2,829 | | | 3 | 2,829 |
| New York: | | | | | | | | |
| Champlain..... | | | 5 | 590 | | | 5 | 590 |
| Oswegatchie..... | | | 5 | 879 | | | 5 | 879 |
| Cape Vincent..... | | | 2 | 88 | | | 2 | 88 |
| Oswego..... | | | 23 | 108,453 | | | 23 | 108,453 |
| Niagara..... | | | 8 | 58,135 | | | 8 | 58,135 |
| Buffalo Creek..... | | | 117 | 209,699 | | | 117 | 209,699 |
| Pennsylvania: | | | | | | | | |
| Erie..... | | | 22 | 59,681 | | | 22 | 59,681 |
| Ohio: | | | | | | | | |
| Cuyahoga..... | | | 182 | 788,677 | | | 182 | 788,677 |
| Sandusky..... | | | 9 | 2,115 | | | 9 | 2,115 |
| Miami..... | | | 8 | 8,431 | | | 8 | 8,431 |
| Michigan: | | | | | | | | |
| Detroit..... | 2 | 2,165 | 78 | 138,250 | | | 80 | 140,415 |
| Huron..... | | | 5 | 8,338 | | | 5 | 8,338 |
| Superior..... | | | 17 | 41,020 | | | 17 | 41,020 |
| Michigan..... | | | 20 | 19,813 | | | 20 | 19,813 |
| Illinois: | | | | | | | | |
| Chicago..... | 1 | 419 | 27 | 38,215 | | | 28 | 38,634 |
| Wisconsin: | | | | | | | | |
| Milwaukee..... | | | 26 | 20,570 | | | 26 | 20,570 |
| Minnesota: | | | | | | | | |
| Duluth..... | | | 206 | 771,409 | | | 206 | 771,409 |
| Total northern lakes..... | 3 | 2,584 | 763 | 2,287,101 | | | 766 | 2,289,685 |
| WESTERN RIVERS. | | | | | | | | |
| Louisiana: | | | | | | | | |
| New Orleans ^a | | | 21 | 5,702 | 4 | 130 | 25 | 5,842 |
| Mississippi: | | | | | | | | |
| Natchez..... | | | 3 | 422 | | | 3 | 422 |
| Vicksburg..... | | | 3 | 2,280 | | | 3 | 2,280 |
| Tennessee: | | | | | | | | |
| Memphis ^b | | | 5 | 1,771 | 5 | 58 | 10 | 1,829 |
| Missouri: | | | | | | | | |
| St. Louis ^b | | | 10 | 4,102 | 2 | 37 | 12 | 4,139 |
| Kansas City ^b | | | 2 | 508 | | | 2 | 508 |
| St. Joseph ^b | | | 1 | 30 | | | 1 | 30 |
| Minnesota: | | | | | | | | |
| Minnesota..... | | | 1 | 121 | | | 1 | 121 |
| Wisconsin: | | | | | | | | |
| La Crosse ^b | | | | | 1 | 10 | 1 | 10 |
| Illinois: | | | | | | | | |
| Chicago— | | | | | | | | |
| Rock Island..... | | | | | 2 | 14 | 2 | 14 |
| Calo..... | | | 1 | 58 | 1 | 22 | 2 | 80 |
| Indiana: | | | | | | | | |
| Evansville ^b | | | | | 3 | 57 | 3 | 57 |
| Ohio: | | | | | | | | |
| Cincinnati ^b | | | 1 | 409 | | | 1 | 409 |
| West Virginia: | | | | | | | | |
| Wheeling ^b | | | 2 | 2,693 | 2 | 15 | 4 | 2,708 |
| Pennsylvania: | | | | | | | | |
| Pittsburg..... | | | 13 | 3,135 | 1 | 34 | 14 | 3,169 |
| Total western rivers..... | | | 63 | 21,291 | 21 | 377 | 84 | 21,668 |

SUMMARY.

| | | | | | | | | |
|-------------------------------|-----|---------|-------|-----------|----|-------|-------|-----------|
| Atlantic and Gulf coasts..... | 122 | 406,529 | 1,032 | 1,063,817 | 27 | 711 | 1,181 | 1,471,057 |
| Porto Rico..... | | | 7 | 1,647 | | | 7 | 1,647 |
| Pacific coast..... | 56 | 119,876 | 107 | 205,427 | 3 | 57 | 166 | 325,360 |
| Hawaii..... | 1 | 2,842 | 8 | 5,228 | | | 9 | 8,070 |
| Northern lakes..... | 3 | 2,584 | 763 | 2,287,101 | | | 766 | 2,289,685 |
| Western rivers..... | | | 63 | 21,291 | 21 | 377 | 84 | 21,668 |
| Grand total..... | 182 | 531,831 | 1,980 | 3,584,511 | 51 | 1,145 | 2,218 | 4,117,487 |

^a Vessels in river trade only; for seagoing vessels, see p. 185.

^b A port in the customs district of New Orleans.

NO. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM METAL VESSELS
OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|---------|-----------|---------|----------------------------|-------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS. | | | | | | | | |
| Maine: | | | | | | | | |
| Bangor..... | | | 2 | 2,300 | | | 2 | 2,300 |
| Belfast..... | | | 2 | 2,788 | | | 2 | 2,788 |
| Waldoboro..... | | | 2 | 409 | | | 2 | 409 |
| Bath..... | | | 7 | 14,466 | | | 7 | 14,466 |
| Portland and Falmouth.. | 1 | 3,826 | 8 | 13,674 | | | 9 | 17,500 |
| Massachusetts: | | | | | | | | |
| Salem and Beverly..... | | | | | 1 | 19 | 1 | 19 |
| Boston and Charlestown.. | 4 | 8,743 | 15 | 25,712 | | | 22 | 34,455 |
| New Bedford..... | | | 1 | 652 | | | 1 | 652 |
| Fall River..... | | | 12 | 32,982 | | | 12 | 32,982 |
| Rhode Island: | | | | | | | | |
| Providence..... | | | 2 | 2,650 | | | 2 | 2,650 |
| Bristol and Warren..... | | | 1 | 257 | | | 1 | 257 |
| Newport..... | | | 1 | 332 | | | 1 | 332 |
| Connecticut: | | | | | | | | |
| New London..... | | | 19 | 42,727 | | | 19 | 42,727 |
| Hartford..... | | | 7 | 6,912 | | | 7 | 6,912 |
| New Haven..... | | | 21 | 6,017 | | | 21 | 6,017 |
| Bridgeport..... | | | | | 1 | 15 | 1 | 15 |
| New York: | | | | | | | | |
| New York— | | | | | | | | |
| New York..... | 60 | 313,037 | 370 | 409,606 | 2 | 34 | 432 | 783,277 |
| Albany..... | | | 21 | 5,735 | 3 | 80 | 24 | 5,815 |
| Sag Harbor— | | | | | | | | |
| Sag Harbor..... | | | 1 | 1,205 | | | 1 | 1,205 |
| New Jersey: | | | | | | | | |
| Newark..... | | | 3 | 962 | | | 3 | 962 |
| Perth Amboy..... | 2 | 4,208 | 20 | 5,465 | | | 22 | 9,663 |
| Great Egg Harbor..... | | | 2 | 789 | | | 2 | 789 |
| Bridgeton..... | | | 1 | 48 | | | 1 | 48 |
| Burlington..... | | | 4 | 1,036 | | | 4 | 1,036 |
| Pennsylvania: | | | | | | | | |
| Philadelphia..... | 4 | 23,616 | 117 | 67,457 | 9 | 282 | 130 | 91,355 |
| Delaware: | | | | | | | | |
| Delaware..... | 2 | 4,599 | 15 | 5,141 | 1 | 25 | 18 | 9,765 |
| Maryland: | | | | | | | | |
| Baltimore..... | | | 94 | 105,584 | 3 | 88 | 97 | 105,672 |
| District of Columbia: | | | | | | | | |
| Georgetown..... | | | 10 | 7,373 | | | 10 | 7,373 |
| Virginia: | | | | | | | | |
| Richmond..... | | | 4 | 1,258 | | | 4 | 1,258 |
| Petersburg..... | | | 1 | 319 | | | 1 | 319 |
| Newport News..... | | | 6 | 1,682 | | | 6 | 1,682 |
| Norfolk and Portsmouth | | | 12 | 4,381 | 2 | 52 | 14 | 4,433 |
| Cherry Stone— | | | | | | | | |
| Cape Charles..... | | | 5 | 1,788 | | | 5 | 1,788 |
| North Carolina: | | | | | | | | |
| Albemarle..... | | | 4 | 1,883 | 1 | 20 | 5 | 1,903 |
| Pamlico..... | | | 1 | 38 | | | 1 | 38 |
| Wilmington..... | | | 6 | 849 | 1 | 17 | 7 | 866 |
| South Carolina: | | | | | | | | |
| Georgetown..... | | | 5 | 977 | | | 5 | 977 |
| Charleston..... | | | 6 | 973 | 1 | 39 | 7 | 1,012 |
| Beaufort..... | | | 1 | 150 | | | 1 | 150 |
| Georgia: | | | | | | | | |
| Savannah..... | | | 19 | 45,399 | | | 19 | 45,399 |
| Brunswick..... | 2 | 2,330 | 8 | 13,636 | | | 10 | 15,966 |
| Florida: | | | | | | | | |
| Fernandina..... | | | 1 | 115 | | | 1 | 115 |
| Jacksonville..... | 3 | 1,340 | 4 | 515 | | | 7 | 1,855 |
| St. Augustine..... | | | 2 | 350 | | | 2 | 350 |
| Key West..... | 2 | 2,075 | 2 | 297 | | | 4 | 2,372 |
| Tampa..... | 2 | 2,562 | 5 | 3,611 | | | 7 | 6,173 |
| St. Marks..... | | | 1 | 41 | | | 1 | 41 |
| Pensacola..... | | | 6 | 972 | 1 | 23 | 7 | 995 |
| Alabama: | | | | | | | | |
| Mobile..... | 1 | 194 | 6 | 1,228 | | | 7 | 1,422 |
| Mississippi: | | | | | | | | |
| Pearl River..... | | | 2 | 985 | | | 2 | 985 |
| Louisiana: | | | | | | | | |
| New Orleans ^a | 6 | 9,896 | 9 | 4,764 | | | 15 | 14,660 |
| Texas: | | | | | | | | |
| Sabine..... | | | 12 | 30,283 | 1 | 17 | 13 | 30,300 |
| Galveston— | | | | | | | | |
| Galveston..... | 1 | 92 | 7 | 1,119 | | | 8 | 1,211 |
| Houston..... | | | 2 | 364 | | | 2 | 364 |

^a Seagoing vessels; for vessels in river trade, see p. 138.

No. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM METAL VESSELS
OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|---------|-----------|-----------|----------------------------|-------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS— continued. | | | | | | | | |
| Texas—Continued. | | | | | | | | |
| Corpus Christi..... | | | 3 | 217 | | | 3 | 217 |
| Total Atlantic and Gulf coasts..... | 90 | 377,094 | 901 | 910,444 | 27 | 711 | 1,018 | 1,318,249 |
| PORTO RICO. | | | | | | | | |
| Porto Rico: | | | | | | | | |
| Porto Rico..... | | | 7 | 1,647 | | | 7 | 1,647 |
| PACIFIC COAST. | | | | | | | | |
| Arizona: | | | | | | | | |
| Arizona..... | 1 | 92 | | | | | 1 | 92 |
| California: | | | | | | | | |
| San Diego..... | 1 | 132 | 1 | 4,408 | | | 2 | 4,540 |
| Los Angeles..... | | | 1 | 484 | | | 1 | 484 |
| San Francisco..... | 17 | 65,907 | 64 | 137,164 | 2 | 48 | 83 | 203,119 |
| Oregon: | | | | | | | | |
| Coos Bay..... | | | 1 | 2,009 | | | 1 | 2,009 |
| Portland..... | | | 3 | 1,743 | | | 3 | 1,743 |
| Washington: | | | | | | | | |
| Puget Sound..... | 27 | 45,416 | 10 | 10,431 | | | 37 | 64,847 |
| Alaska: | | | | | | | | |
| Alaska..... | 4 | 1,388 | | | 1 | 9 | 5 | 1,397 |
| Total Pacific coast..... | 50 | 112,935 | 80 | 165,239 | 3 | 57 | 133 | 278,231 |
| HAWAII | | | | | | | | |
| Hawaii: | | | | | | | | |
| Hawaii..... | | | 8 | 5,228 | | | 8 | 5,228 |
| NORTHERN LAKES. | | | | | | | | |
| Vermont: | | | | | | | | |
| Vermont..... | | | 3 | 2,829 | | | 3 | 2,829 |
| New York: | | | | | | | | |
| Champlain..... | | | 5 | 500 | | | 5 | 500 |
| Oswatchie..... | | | 4 | 360 | | | 4 | 360 |
| Cape Vincent..... | | | 2 | 88 | | | 2 | 88 |
| Oswego..... | | | 23 | 108,453 | | | 23 | 108,453 |
| Niagara..... | | | 8 | 58,135 | | | 8 | 58,135 |
| Buffalo Creek..... | | | 102 | 203,021 | | | 102 | 203,021 |
| Pennsylvania: | | | | | | | | |
| Erie..... | | | 21 | 50,350 | | | 21 | 50,350 |
| Ohio: | | | | | | | | |
| Cuyaboga..... | | | 171 | 763,617 | | | 171 | 763,617 |
| Sandusky..... | | | 7 | 1,256 | | | 7 | 1,256 |
| Miami..... | | | 8 | 8,431 | | | 8 | 8,431 |
| Michigan: | | | | | | | | |
| Detroit..... | 2 | 2,165 | 53 | 120,255 | | | 55 | 122,420 |
| Eaton..... | | | 5 | 8,338 | | | 5 | 8,338 |
| Superior..... | | | 17 | 41,929 | | | 17 | 41,929 |
| Michigan..... | | | 20 | 19,813 | | | 20 | 19,813 |
| Illinois: | | | | | | | | |
| Chicago..... | 1 | 419 | 27 | 38,215 | | | 28 | 38,634 |
| Wisconsin: | | | | | | | | |
| Milwaukee..... | | | 19 | 26,002 | | | 19 | 26,002 |
| Minnesota: | | | | | | | | |
| Duluth..... | | | 171 | 682,600 | | | 171 | 682,600 |
| Total northern lakes.... | 3 | 2,581 | 660 | 2,143,381 | | | 660 | 2,145,965 |
| WESTERN RIVERS. | | | | | | | | |
| Louisiana: | | | | | | | | |
| New Orleans ^a | | | 21 | 5,702 | 4 | 130 | 25 | 5,832 |
| Mississippi: | | | | | | | | |
| Natchez..... | | | 3 | 422 | | | 3 | 422 |
| Vicksburg..... | | | 3 | 2,280 | | | 3 | 2,280 |
| Tennessee: | | | | | | | | |
| Memphis ^b | | | 5 | 1,771 | 5 | 58 | 10 | 1,829 |
| Missouri: | | | | | | | | |
| St. Louis ^b | | | 9 | 2,940 | 2 | 37 | 11 | 2,977 |
| Kansas City ^b | | | 2 | 508 | | | 2 | 508 |
| St. Joseph ^b | | | 1 | 30 | | | 1 | 30 |

^a Vessels in river trade only, for seagoing vessels, see p. 187.

^b A port in the customs district of New Orleans.

No. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|---|-------------|-------|-----------|--------|-------------------------|-------|--------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| WESTERN RIVERS—continued. | | | | | | | | |
| Minnesota: | | | 1 | 121 | | | 1 | 121 |
| Minnesota..... | | | | | | | | |
| Wisconsin: | | | | | 1 | 10 | 1 | 10 |
| La Crosse..... | | | | | | | | |
| Illinois: | | | | | | | | |
| Chicago— | | | | | | | | |
| Rock Island..... | | | | | 2 | 14 | 2 | 14 |
| Cano..... | | | 1 | 58 | 1 | 22 | 2 | 80 |
| Indiana: | | | | | 3 | 57 | 3 | 57 |
| Evansville..... | | | | | | | | |
| Ohio: | | | 1 | 409 | | | 1 | 409 |
| Cincinnati..... | | | | | | | | |
| West Virginia: | | | 2 | 2,693 | 2 | 15 | 4 | 2,708 |
| Wheeling..... | | | | | | | | |
| Pennsylvania: | | | 13 | 3,135 | 1 | 31 | 14 | 3,169 |
| Pittsburg..... | | | | | | | | |
| Total western rivers..... | | | 62 | 20,129 | 21 | 377 | 83 | 20,506 |

SUMMARY.

| | | | | | | | | |
|-------------------------------|-----|---------|-------|-----------|----|-------|-------|-----------|
| Atlantic and Gulf coasts..... | 90 | 377,094 | 901 | 940,444 | 27 | 711 | 1,018 | 1,318,249 |
| Porto Rico..... | | | 7 | 1,647 | | | 7 | 1,647 |
| Pacific coast..... | 50 | 112,935 | 80 | 105,239 | 3 | 57 | 133 | 278,321 |
| Hawaii..... | | | 8 | 5,228 | | | 8 | 5,228 |
| Northern lakes..... | 3 | 2,584 | 666 | 2,143,381 | | | 669 | 2,145,965 |
| Western rivers..... | | | 62 | 20,129 | 21 | 377 | 83 | 20,506 |
| Grand total..... | 143 | 492,613 | 1,724 | 3,276,068 | 51 | 1,145 | 1,918 | 3,769,826 |

a A port in the customs district of New Orleans.

No. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

| States and customs districts in which documented. | Sailing vessels. | | Steam vessels. | | Barges. | | Total. | |
|---|------------------|--------|----------------|---------|---------|--------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS. | | | | | | | | |
| Maine: | | | | | | | | |
| Bangor..... | | | 2 | 2,300 | | | 2 | 2,300 |
| Belfast..... | | | 2 | 2,798 | 2 | 2,464 | 4 | 5,262 |
| Waldoboro..... | 7 | 7,677 | 2 | 409 | | | 9 | 8,086 |
| Bath..... | 4 | 12,582 | 7 | 14,466 | | | 11 | 27,048 |
| Portland and Falmouth..... | | | 9 | 17,500 | | | 9 | 17,500 |
| Massachusetts: | | | | | | | | |
| Salem and Beverly..... | | | 1 | 19 | | | 1 | 19 |
| Marblehead..... | 1 | 43 | | | 1 | 1,227 | 2 | 1,270 |
| Boston and Charlestown..... | 3 | 4,444 | 23 | 34,455 | 3 | 3,402 | 28 | 42,901 |
| New Bedford..... | | | 1 | 652 | | | 1 | 652 |
| Fall River..... | | | 12 | 32,982 | | | 12 | 32,982 |
| Rhode Island: | | | | | | | | |
| Providence..... | | | 2 | 2,650 | 1 | 1,295 | 3 | 3,945 |
| Bristol and Warren..... | | | 1 | 257 | | | 1 | 257 |
| Newport..... | | | 1 | 332 | | | 1 | 332 |
| Connecticut: | | | | | | | | |
| New London..... | | | 19 | 42,727 | | | 19 | 42,727 |
| Hartford..... | | | 7 | 6,912 | | | 7 | 6,912 |
| New Haven..... | | | 21 | 6,017 | 2 | 1,908 | 23 | 7,925 |
| Bridgeport..... | | | 1 | 15 | | | 1 | 15 |
| New York: | | | | | | | | |
| New York— | | | | | | | | |
| New York..... | 28 | 45,237 | 432 | 783,277 | 50 | 10,114 | 510 | 847,628 |
| Albany..... | | | 24 | 5,815 | | | 24 | 5,815 |
| Sag Harbor— | | | | | | | | |
| Sag Harbor..... | | | 1 | 1,205 | | | 1 | 1,205 |
| New Jersey: | | | | | | | | |
| Newark..... | | | 3 | 962 | | | 3 | 962 |
| Perth Amboy..... | 10 | 9,717 | 22 | 9,663 | 1 | 1,347 | 33 | 20,727 |
| Great Egg Harbor..... | | | 2 | 789 | | | 2 | 789 |

No. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Sailing vessels. | | Steam vessels. | | Barges. | | Total. | |
|--|------------------|---------|----------------|-----------|---------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS— continued. | | | | | | | | |
| New Jersey—Continued | | | | | | | | |
| Bridgeton..... | | | 1 | 48 | | | 1 | 48 |
| Burlington..... | | | 1 | 1,030 | 1 | 280 | 5 | 1,322 |
| Pennsylvania: | | | | | | | | |
| Philadelphia..... | 7 | 6,916 | 130 | 91,355 | 14 | 9,989 | 151 | 108,260 |
| Delaware: | | | | | | | | |
| Delaware..... | | | 18 | 9,765 | 1 | 264 | 19 | 10,029 |
| Maryland: | | | | | | | | |
| Baltimore..... | 2 | 3,132 | 97 | 105,672 | 3 | 1,183 | 102 | 109,987 |
| District of Columbia: | | | | | | | | |
| Georgetown..... | | | 10 | 7,373 | | | 10 | 7,373 |
| Virginia: | | | | | | | | |
| Richmond..... | | | 4 | 1,258 | | | 4 | 1,258 |
| Petersburg..... | | | 1 | 319 | | | 1 | 319 |
| Newport News..... | | | 6 | 1,682 | 2 | 1,548 | 8 | 3,230 |
| Norfolk and Portsmouth..... | | | 14 | 4,433 | 1 | 240 | 15 | 4,673 |
| Cherry Stone— | | | | | | | | |
| Cape Charles..... | | | 5 | 1,788 | 5 | 7,073 | 10 | 8,861 |
| North Carolina: | | | | | | | | |
| Albemarle..... | | | 5 | 1,903 | | | 5 | 1,903 |
| Pamlico..... | | | 1 | 38 | | | 1 | 38 |
| Wilmington..... | | | 7 | 866 | | | 7 | 866 |
| South Carolina: | | | | | | | | |
| Georgetown..... | | | 5 | 977 | | | 5 | 977 |
| Charleston..... | | | 7 | 1,012 | | | 7 | 1,012 |
| Beaufort..... | | | 1 | 150 | | | 1 | 150 |
| Georgia: | | | | | | | | |
| Savannah..... | | | 19 | 45,399 | | | 19 | 45,399 |
| Brunswick..... | | | 10 | 15,966 | | | 10 | 15,966 |
| Florida: | | | | | | | | |
| Fernandina..... | | | 1 | 115 | | | 1 | 115 |
| Jacksonville..... | | | 7 | 1,862 | | | 7 | 1,862 |
| St. Augustine..... | | | 2 | 350 | | | 2 | 350 |
| Key West..... | | | 4 | 2,372 | | | 4 | 2,372 |
| Tampa..... | | | 7 | 6,173 | | | 7 | 6,173 |
| St. Marks..... | | | 1 | 41 | 1 | 93 | 2 | 134 |
| Pensacola..... | | | 7 | 995 | 1 | 90 | 8 | 1,084 |
| Alabama: | | | | | | | | |
| Mobile..... | 2 | 823 | 7 | 1,422 | | | 9 | 2,245 |
| Mississippi: | | | | | | | | |
| Pearl River..... | 1 | 424 | 2 | 985 | | | 3 | 1,409 |
| Louisiana: | | | | | | | | |
| New Orleans..... | | | 15 | 14,630 | | | 15 | 14,630 |
| Texas: | | | | | | | | |
| Sabine..... | 9 | 10,281 | 13 | 30,300 | | | 22 | 40,581 |
| Galveston— | | | | | | | | |
| Galveston..... | | | 8 | 1,211 | | | 8 | 1,211 |
| Houston..... | | | 2 | 364 | | | 2 | 364 |
| Corpus Christi..... | | | 3 | 217 | | | 3 | 217 |
| Total Atlantic and Gulf coasts..... | 74 | 101,276 | 1,018 | 1,318,249 | 89 | 51,532 | 1,181 | 1,471,057 |
| PORTO RICO. | | | | | | | | |
| Porto Rico: | | | | | | | | |
| Porto Rico..... | | | 7 | 1,647 | | | 7 | 1,647 |
| PACIFIC COAST. | | | | | | | | |
| Arizona: | | | | | | | | |
| Arizona..... | | | 1 | 92 | | | 1 | 92 |
| California: | | | | | | | | |
| San Diego..... | | | 2 | 4,540 | | | 2 | 4,540 |
| Los Angeles..... | | | 1 | 484 | | | 1 | 484 |
| San Francisco..... | 26 | 40,630 | 83 | 203,119 | 1 | 1,419 | 110 | 245,168 |
| Oregon: | | | | | | | | |
| Coos Bay..... | | | 1 | 2,009 | | | 1 | 2,009 |
| Portland..... | | | 3 | 1,743 | | | 3 | 1,743 |
| Washington: | | | | | | | | |
| Puget Sound..... | 3 | 3,931 | 37 | 64,847 | | | 40 | 68,778 |
| Alaska: | | | | | | | | |
| Alaska..... | | | 5 | 1,397 | 3 | 1,149 | 8 | 2,546 |
| Total Pacific coast..... | 29 | 44,561 | 133 | 278,231 | 4 | 2,568 | 166 | 325,360 |

a Seagoing vessels; for vessels in river trade, see p. 191.

No. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | Sailing vessels. | | Steam vessels. | | Barges. | | Total. | |
|--|------------------|----------------|----------------|----------------|---------|--------|----------|----------------|
| | No. 1 | Tons. 2,842 | No. 8 | Tons. 5,228 | No. | Tons. | No. 9 | Tons. 8,070 |
| HAWAII. | | | | | | | | |
| Hawaii..... | | | | | | | | |
| NORTHERN LAKES. | | | | | | | | |
| Vermont: | | | | | | | | |
| Vermont..... | | | 3 | 2,820 | | | 3 | 2,820 |
| New York: | | | | | | | | |
| Champlain..... | | | 5 | 590 | | | 5 | 590 |
| Oswegatchie..... | | | 4 | 369 | 1 | 510 | 5 | 879 |
| Cape Vincent..... | | | 2 | 88 | | | 2 | 88 |
| Oswego..... | | | 23 | 108,453 | | | 23 | 108,453 |
| Niagara..... | | | 8 | 58,135 | | | 8 | 58,135 |
| Buffalo Creek..... | | | 102 | 203,021 | 15 | 6,678 | 117 | 209,699 |
| Pennsylvania: | | | | | | | | |
| Erie..... | | | 21 | 59,350 | 1 | 331 | 22 | 59,681 |
| Ohio: | | | | | | | | |
| Cuyahoga..... | 9 | 21,113 | 171 | 763,617 | 2 | 3,947 | 182 | 788,677 |
| Sandusky..... | | | 7 | 1,256 | 2 | 859 | 9 | 2,115 |
| Miami..... | | | 8 | 8,431 | | | 8 | 8,431 |
| Michigan: | | | | | | | | |
| Detroit..... | 1 | 3,265 | 55 | 122,420 | 24 | 14,730 | 80 | 140,415 |
| Huron..... | | | 5 | 8,338 | | | 5 | 8,338 |
| Superior..... | | | 17 | 41,929 | | | 17 | 41,929 |
| Michigan..... | | | 20 | 19,813 | | | 20 | 19,813 |
| Illinois: | | | | | | | | |
| Chicago..... | | | 28 | 38,634 | | | 28 | 38,634 |
| Wisconsin: | | | | | | | | |
| Milwaukee..... | | | 19 | 26,002 | 7 | 3,568 | 26 | 29,570 |
| Minnesota: | | | | | | | | |
| Duluth..... | 22 | 76,724 | 171 | 682,690 | 13 | 11,995 | 206 | 771,409 |
| Total northern lakes..... | 32 | 101,102 | 669 | 2,145,965 | 65 | 42,618 | 766 | 2,289,685 |
| WESTERN RIVERS. | | | | | | | | |
| Louisiana: | | | | | | | | |
| New Orleans ^a | | | 25 | 5,832 | | | 25 | 5,832 |
| Mississippi: | | | | | | | | |
| Natchez..... | | | 3 | 422 | | | 3 | 422 |
| Vicksburg..... | | | 3 | 2,280 | | | 3 | 2,280 |
| Tennessee: | | | | | | | | |
| Memphis ^b | | | 10 | 1,829 | | | 10 | 1,829 |
| Missouri: | | | | | | | | |
| St. Louis ^b | | | 11 | 2,977 | 1 | 1,162 | 12 | 4,139 |
| Kansas City ^b | | | 2 | 508 | | | 2 | 508 |
| St. Joseph ^b | | | 1 | 30 | | | 1 | 30 |
| Minnesota: | | | | | | | | |
| Minnesota..... | | | 1 | 121 | | | 1 | 121 |
| Wisconsin: | | | | | | | | |
| La Crosse ^b | | | 1 | 10 | | | 1 | 10 |
| Illinois: | | | | | | | | |
| Chicago— | | | | | | | | |
| Rock Island..... | | | 2 | 14 | | | 2 | 14 |
| Cairo..... | | | 2 | 80 | | | 2 | 80 |
| Indiana: | | | | | | | | |
| Evansville ^b | | | 3 | 57 | | | 3 | 57 |
| Ohio: | | | | | | | | |
| Cincinnati ^b | | | 1 | 469 | | | 1 | 469 |
| West Virginia: | | | | | | | | |
| Wheeling ^b | | | 4 | 2,708 | | | 4 | 2,708 |
| Pennsylvania: | | | | | | | | |
| Pittsburg..... | | | 14 | 3,169 | | | 14 | 3,169 |
| Total western rivers..... | | | 83 | 20,506 | 1 | 1,162 | 84 | 21,668 |

SUMMARY.

| | | | | | | | | |
|-------------------------------|-----|---------|-------|-----------|-----|--------|-------|-----------|
| Atlantic and Gulf coasts..... | 74 | 101,276 | 1,018 | 1,318,249 | 89 | 51,532 | 1,181 | 1,471,057 |
| Porto Rico..... | | | 7 | 1,647 | | | 7 | 1,647 |
| Pacific coast..... | 29 | 44,561 | 133 | 278,231 | 4 | 2,568 | 166 | 325,360 |
| Hawaii..... | 1 | 2,842 | 8 | 5,228 | | | 9 | 8,070 |
| Northern lakes..... | 32 | 101,102 | 669 | 2,145,965 | 65 | 42,618 | 766 | 2,289,685 |
| Western rivers..... | | | 83 | 20,506 | 1 | 1,162 | 84 | 21,668 |
| Grand total..... | 186 | 249,781 | 1,918 | 3,769,826 | 159 | 97,880 | 2,213 | 4,117,487 |

^a Vessels in river trade only; for seagoing vessels, see p. 190.^b A port in the customs district of New Orleans.

No. 7.—NUMBER AND GROSS TONNAGE OF EACH CLASS OF DOCUMENTED WOODEN AND METAL VESSELS OF THE UNITED STATES, JUNE 30, 1910.

| Class and material. | Registered. | | Enrolled. | | Licensed. | | Total. | |
|---------------------|-------------|---------|-----------|-----------|-----------|---------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Wooden vessels. | | | | | | | | |
| Sailing..... | 354 | 125,303 | 3,841 | 1,230,325 | 4,616 | 40,864 | 8,811 | 1,405,692 |
| Steam..... | 354 | 64,304 | 4,843 | 936,453 | 5,337 | 69,718 | 10,534 | 1,130,535 |
| Canal..... | | | 674 | 74,068 | | | 674 | 74,068 |
| Barge..... | 636 | 70,327 | 2,711 | 708,171 | 161 | 1,802 | 3,508 | 780,300 |
| Total..... | 1,344 | 259,994 | 12,069 | 3,009,217 | 10,114 | 121,384 | 23,527 | 3,390,595 |
| Metal vessels: | | | | | | | | |
| Sailing..... | 18 | 33,574 | 118 | 216,207 | | | 136 | 249,781 |
| Steam..... | 143 | 402,013 | 1,724 | 3,270,068 | 51 | 1,145 | 1,918 | 3,769,826 |
| Barge..... | 21 | 5,044 | 138 | 92,236 | | | 159 | 97,880 |
| Total..... | 182 | 531,831 | 1,980 | 3,584,511 | 51 | 1,145 | 2,213 | 4,117,487 |
| Grand total..... | 1,526 | 791,825 | 14,049 | 6,593,728 | 10,165 | 122,529 | 25,740 | 7,508,082 |

No. 8.—BALANCE SHEET OF TONNAGE ACCOUNTS, SHOWING THE INCREASE AND DECREASE IN DOCUMENTED VESSELS, JUNE 30, 1910.

| | Registered. | | Enrolled. | | Licensed. | | Total. | |
|--|-------------|---------|-----------|-----------|-----------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| DEBIT. | | | | | | | | |
| Tonnage built..... | 74 | 25,897 | 608 | 308,150 | 679 | 7,421 | 1,361 | 342,068 |
| Renationalized, act March 3, 1897..... | | | 1 | 9 | 1 | 17 | 2 | 26 |
| Purchased from United States..... | | | 2 | 503 | | | 2 | 503 |
| Rebuilt..... | 27 | 5,705 | 162 | 48,017 | 388 | 4,829 | 577 | 58,251 |
| Redocumented..... | 3 | 729 | 32 | 12,916 | 78 | 910 | 113 | 14,555 |
| From yachting..... | 2 | 3,552 | 22 | 1,321 | 12 | 209 | 36 | 5,082 |
| Trade changed..... | 775 | 587,328 | 793 | 672,015 | 31 | 641 | 1,599 | 1,259,984 |
| Total..... | 881 | 623,311 | 1,640 | 1,043,231 | 1,189 | 13,927 | 3,710 | 1,680,469 |
| CREDIT. | | | | | | | | |
| Lost..... | 38 | 13,003 | 227 | 111,027 | 124 | 1,698 | 389 | 125,788 |
| Abandoned..... | 28 | 5,479 | 280 | 39,017 | 325 | 3,589 | 633 | 48,085 |
| Sold to aliens..... | 71 | 16,636 | 32 | 8,966 | 2 | 22 | 105 | 25,624 |
| Sold to United States..... | 1 | 412 | 6 | 16,901 | | | 7 | 17,313 |
| Exempt, act April 18, 1874..... | | | 164 | 22,752 | 2 | 21 | 166 | 22,773 |
| Net under 5 tons, act March 2, 1895..... | | | 2 | 17 | 32 | 220 | 34 | 237 |
| Transferred to inland waters..... | | | 1 | 103 | 2 | 31 | 3 | 139 |
| Sold to State..... | | | 1 | 38 | 1 | 8 | 2 | 46 |
| Confiscated by Canada..... | | | 1 | 25 | | | 1 | 25 |
| Rebuilt..... | 28 | 10,379 | 169 | 40,562 | 380 | 4,242 | 577 | 55,183 |
| Laid up, undocumented..... | 3 | 460 | 17 | 3,333 | 49 | 583 | 69 | 4,376 |
| To yachting..... | 0 | 42 | 14 | 976 | 50 | 551 | 67 | 1,509 |
| Trade changed..... | 816 | 672,520 | 743 | 586,834 | 40 | 630 | 1,599 | 1,259,984 |
| Net increase..... | -107 | -95,680 | -23 | 212,675 | 182 | 2,332 | 62 | 119,327 |
| Total..... | 881 | 623,311 | 1,640 | 1,043,231 | 1,189 | 13,927 | 3,710 | 1,680,469 |

This balance sheet shows that the *registered* tonnage of the United States has DECREASED 95,680 and the *enrolled* and *licensed* tonnage has INCREASED 215,007. The increase and decrease (—) are distributed among the several kinds of documents as follows:

| Documents. | Number. | Tons. |
|-------------------|---------|---------|
| Registers..... | -107 | -95,680 |
| Enrollments..... | -23 | 212,675 |
| Licenses..... | 182 | 2,332 |
| Net increase..... | 62 | 119,327 |

No. 9.—BALANCE SHEET OF TONNAGE ACCOUNTS, SHOWING THE INCREASE AND DECREASE IN EACH CLASS OF VESSELS, JUNE 30, 1910.

| | Sailing. | | Steam. | | Canal. | | Bargo. | | Total. | |
|---|----------|---------|--------|---------|--------|--------|--------|--------|--------|---------|
| DEBIT. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Tonnage built..... | 127 | 19,358 | 936 | 257,993 | 50 | 5,720 | 248 | 58,997 | 1,361 | 342,068 |
| Renationalized, act March 3, 1897..... | | | 2 | 26 | | | | | 2 | 26 |
| Purchased from United States..... | | | 2 | 503 | | | | | 2 | 503 |
| Rebuilt..... | 51 | 11,725 | 513 | 43,954 | | | 13 | 2,572 | 577 | 58,251 |
| Redocumented..... | 30 | 2,202 | 75 | 6,148 | 5 | 577 | 23 | 5,628 | 133 | 14,555 |
| From yachting..... | 6 | 174 | 30 | 4,908 | | | | | 36 | 5,082 |
| Total..... | 214 | 33,459 | 1,558 | 313,532 | 55 | 6,297 | 284 | 67,197 | 2,111 | 420,485 |
| CREDIT. | | | | | | | | | | |
| Lost..... | 179 | 52,723 | 190 | 68,295 | 9 | 929 | 11 | 3,841 | 389 | 125,788 |
| Abandoned..... | 320 | 14,299 | 217 | 23,623 | 14 | 1,493 | 79 | 8,971 | 630 | 48,065 |
| Sold to aliens..... | 31 | 5,938 | 34 | 11,790 | | | 40 | 7,896 | 105 | 25,624 |
| Sold to United States.. | | | 7 | 17,313 | | | | | 7 | 17,313 |
| Sold to State..... | 1 | 38 | 1 | 8 | | | | | 2 | 46 |
| Exempt, act April 18, 1874..... | | | | | 103 | 10,758 | 63 | 12,015 | 166 | 22,773 |
| Net under 5 tons, act March 2, 1895..... | 27 | 186 | 7 | 51 | | | | | 34 | 237 |
| Transferred to inland waters..... | 1 | 19 | 2 | 120 | | | | | 3 | 139 |
| Confiscated by Canada.. | | | 1 | 25 | | | | | 1 | 25 |
| Rebuilt..... | 307 | 14,173 | 199 | 37,311 | | | 11 | 3,999 | 577 | 55,183 |
| Laid up undocumented | 31 | 1,532 | 35 | 2,445 | | | 3 | 399 | 69 | 4,376 |
| To yachting..... | 13 | 154 | 54 | 1,415 | | | | | 67 | 1,509 |
| Net increase..... | -765 | -55,608 | 811 | 151,137 | -71 | -6,883 | 77 | 30,676 | 52 | 119,327 |
| Total..... | 214 | 33,459 | 1,558 | 313,532 | 55 | 6,297 | 284 | 67,197 | 2,111 | 420,485 |

This balance sheet shows that the documented tonnage of the United States has INCREASED 119,327 and the number of vessels has INCREASED 52 during the year ended June 30, 1910. The increase and decrease (—) are distributed among the several classes of vessels as follows:

| Class. | Number. | Tons. |
|-------------------|---------|---------|
| Sailing..... | -765 | -55,608 |
| Steam..... | 811 | 151,137 |
| Canal..... | -71 | -6,883 |
| Bargo..... | 77 | 30,676 |
| Net increase..... | 52 | 119,327 |

No. 10.—DOCUMENTED SAILING AND STEAM TONNAGE CONSTITUTING

| Year ended— | Registered vessels. | | | | | | Enrolled vessels. | | | | | |
|--------------------|-----------------------|-------------|--------|---------|--------|-------------|-----------------------|-------------|--------|----------|--------|-------------|
| | Sailing. ^a | | Steam. | | Total. | | Sailing. ^b | | Steam. | | Total. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Dec. 31— | | | | | | | | | | | | |
| 1789. | | 123, 893 | | | | 123, 893 | | 77, 000 | | | | 77, 000 |
| 1790. | | 340, 254 | | | | 340, 254 | | 132, 123 | | | | 132, 123 |
| 1791. | | 363, 110 | | | | 363, 110 | | 139, 030 | | | | 139, 030 |
| 1792. | | 411, 438 | | | | 411, 438 | | 153, 019 | | | | 153, 019 |
| 1793. | | 367, 734 | | | | 367, 734 | | 143, 827 | | | | 143, 827 |
| 1794. | | 438, 863 | | | | 438, 863 | | 167, 228 | | | | 167, 228 |
| 1795. | | 529, 471 | | | | 529, 471 | | 192, 816 | | | | 192, 816 |
| 1796. | | 570, 733 | | | | 570, 733 | | 226, 297 | | | | 226, 297 |
| 1797. | | 597, 777 | | | | 597, 777 | | 248, 587 | | | | 248, 587 |
| 1798. | | 603, 370 | | | | 603, 370 | | 268, 581 | | | | 268, 581 |
| 1799. | | 662, 197 | | | | 662, 197 | | 245, 420 | | | | 245, 420 |
| 1800. | | 669, 621 | | | | 669, 621 | | 268, 254 | | | | 268, 254 |
| 1801. | | 632, 907 | | | | 632, 907 | | 273, 271 | | | | 273, 271 |
| 1802. | | 660, 381 | | | | 660, 381 | | 294, 111 | | | | 294, 111 |
| 1803. | | 597, 157 | | | | 597, 157 | | 313, 235 | | | | 313, 235 |
| 1804. | | 672, 530 | | | | 672, 530 | | 330, 251 | | | | 330, 251 |
| 1805. | | 749, 341 | | | | 749, 341 | | 350, 743 | | | | 350, 743 |
| 1806. | | 808, 285 | | | | 808, 285 | | 361, 059 | | | | 361, 059 |
| 1807. | | 818, 307 | | | | 818, 307 | | 379, 787 | | | | 379, 787 |
| 1808. | | 769, 054 | | | | 769, 054 | | 432, 000 | | | | 432, 000 |
| 1809. | | 910, 050 | | | | 910, 050 | | 308, 184 | | | | 308, 184 |
| 1810. | | 981, 209 | | | | 981, 209 | | 307, 701 | | | | 307, 701 |
| 1811. | | 708, 852 | | | | 708, 852 | | 420, 671 | | | | 420, 671 |
| 1812. | | 760, 621 | | | | 760, 621 | | 465, 945 | | | | 465, 945 |
| 1813. | | 674, 853 | | | | 674, 853 | | 445, 449 | | | | 445, 449 |
| 1814. | | 674, 633 | | | | 674, 633 | | 435, 139 | | | | 435, 139 |
| 1815. | | 851, 295 | | | | 851, 295 | | 462, 807 | | | | 462, 807 |
| 1816. | | 800, 760 | | | | 800, 760 | | 519, 026 | | | | 519, 026 |
| 1817. | | 809, 725 | | | | 809, 725 | | 535, 798 | | | | 535, 798 |
| 1818. | | 606, 089 | | | | 606, 089 | | 562, 307 | | | | 562, 307 |
| 1819. | | 612, 930 | | | | 612, 930 | | 580, 288 | | | | 580, 288 |
| 1820. | | 610, 048 | | | | 610, 048 | | 600, 977 | | | | 600, 977 |
| 1821. | | 610, 896 | | | | 610, 896 | | 612, 712 | | | | 612, 712 |
| 1822. | | 628, 150 | | | | 628, 150 | | 631, 610 | | | | 631, 610 |
| 1823. | | 630, 921 | | | | 630, 921 | | 609, 156 | | 24, 879 | | 634, 035 |
| 1824. | | 669, 973 | | | | 669, 973 | | 636, 032 | | 21, 610 | | 657, 642 |
| 1825. | | 700, 788 | | | | 700, 788 | | 634, 838 | | 23, 061 | | 657, 899 |
| 1826. | | 737, 978 | | | | 737, 978 | | 696, 123 | | 31, 059 | | 730, 182 |
| 1827. | | 747, 170 | | | | 747, 170 | | 700, 788 | | 40, 198 | | 806, 986 |
| 1828. | | 812, 610 | | | | 812, 610 | | 822, 753 | | 30, 418 | | 862, 171 |
| 1829. | | 650, 143 | | | | 650, 143 | | 534, 320 | | 54, 037 | | 588, 357 |
| 1830. | | 575, 056 | | 1, 419 | | 576, 475 | | 528, 394 | | 63, 053 | | 591, 447 |
| 1831. | | 619, 575 | | 877 | | 620, 452 | | 551, 449 | | 68, 568 | | 620, 017 |
| 1832. | | 686, 809 | | 181 | | 686, 990 | | 633, 056 | | 90, 633 | | 723, 689 |
| 1833. | | 749, 482 | | 545 | | 750, 027 | | 723, 890 | | 101, 306 | | 825, 196 |
| 1834. | | 857, 098 | | 340 | | 857, 438 | | 746, 908 | | 122, 474 | | 869, 382 |
| Sept. 30— | | | | | | | | | | | | |
| 1835. ^d | | 885, 482 | | 340 | | 885, 822 | | 784, 138 | | 122, 474 | | 906, 612 |
| 1836. | | 897, 321 | | 451 | | 897, 775 | | 807, 425 | | 145, 102 | | 952, 527 |
| 1837. | | 809, 343 | | 1, 101 | | 810, 447 | | 897, 350 | | 153, 661 | | 1, 051, 011 |
| 1838. | | 810, 801 | | 2, 791 | | 822, 592 | | 943, 367 | | 180, 632 | | 1, 133, 999 |
| 1839. | | 829, 096 | | 5, 149 | | 834, 245 | | 1, 032, 023 | | 189, 879 | | 1, 221, 902 |
| 1840. | | 895, 610 | | 4, 155 | | 899, 765 | | 1, 042, 676 | | 198, 184 | | 1, 240, 860 |
| 1841. | | 945, 057 | | 746 | | 945, 803 | | 973, 571 | | 174, 342 | | 1, 147, 913 |
| 1842. | | 970, 658 | | 4, 701 | | 975, 359 | | 859, 619 | | 225, 050 | | 1, 084, 669 |
| June 30— | | | | | | | | | | | | |
| 1843. | | 1, 003, 932 | | 5, 373 | | 1, 009, 305 | | 883, 534 | | 231, 491 | | 1, 115, 029 |
| 1844. | | 1, 061, 855 | | 6, 910 | | 1, 068, 765 | | 908, 208 | | 265, 270 | | 1, 173, 538 |
| 1845. | | 1, 088, 680 | | 6, 402 | | 1, 095, 172 | | 962, 817 | | 319, 527 | | 1, 282, 344 |
| 1846. | | 1, 124, 000 | | 6, 287 | | 1, 130, 287 | | 1, 057, 081 | | 341, 009 | | 1, 399, 290 |
| 1847. | | 1, 235, 682 | | 5, 631 | | 1, 241, 313 | | 1, 155, 042 | | 399, 210 | | 1, 554, 252 |
| 1848. | | 1, 344, 819 | | 10, 008 | | 1, 354, 887 | | 1, 335, 899 | | 411, 823 | | 1, 747, 632 |
| 1849. | | 1, 418, 072 | | 20, 870 | | 1, 438, 942 | | 1, 408, 710 | | 441, 525 | | 1, 849, 235 |
| 1850. | | 1, 540, 769 | | 44, 942 | | 1, 585, 711 | | 1, 418, 550 | | 481, 005 | | 1, 899, 555 |
| 1851. | | 1, 693, 917 | | 62, 390 | | 1, 726, 307 | | 1, 471, 110 | | 521, 217 | | 1, 992, 333 |
| 1852. | | 1, 819, 744 | | 79, 704 | | 1, 899, 448 | | 1, 019, 691 | | 503, 530 | | 2, 138, 227 |
| 1853. | | 2, 018, 154 | | 90, 520 | | 2, 108, 674 | | 1, 728, 524 | | 514, 008 | | 2, 242, 622 |

^a Including barges.^b Including canal boats and barges.^c The decrease of tonnage in this year arises principally from the registered tonnage having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc.—Joseph Nourse, Register of the Treasury (American State Papers, Vol. II p. 648).^d Nine months.

THE TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789-1910.

| Licensed vessels under 20 tons. | | | | | | Total merchant marine. | | | | | | Annual increase or decrease (—). | Year. |
|---------------------------------|--------|--------|-------|--------|-------|------------------------|-----------|--------|---------|--------|-----------|----------------------------------|--------|
| Sailing a | | Steam. | | Total. | | Sailing b | | Steam. | | Total. | | | |
| No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | | |
| | | | | | | | 201,562 | | | | 201,562 | | e 1759 |
| | | | | | | | 478,377 | | | | 478,377 | 137.33 | e 1760 |
| | | | | | | | 502,140 | | | | 502,140 | 4.96 | e 1761 |
| | | | | | | | 564,457 | | | | 564,457 | 12.40 | e 1762 |
| | | | | | | | 520,764 | | | | 520,764 | — 7.74 | 1763 |
| | | | | | | | 628,618 | | | | 628,618 | 20.71 | 1764 |
| | | | | | | | 747,966 | | | | 747,966 | 19 | 1765 |
| | 9,203 | | | 9,203 | | | 831,900 | | | | 831,900 | 11.22 | 1766 |
| | 22,627 | | | 22,627 | | | 876,912 | | | | 876,912 | 5.41 | 1797 |
| | 25,646 | | | 25,646 | | | 898,328 | | | | 898,328 | 2.44 | 1798 |
| | 28,870 | | | 28,870 | | | 939,408 | | | | 939,408 | 4.57 | 1799 |
| | 30,548 | | | 30,548 | | | 972,492 | | | | 972,492 | 3.52 | 1800 |
| | 31,368 | | | 31,368 | | | 947,576 | | | | 947,576 | — 2.56 | 1801 |
| | 31,782 | | | 31,782 | | | 892,106 | | | | 892,106 | — 5.85 | 1802 |
| | 34,317 | | | 34,317 | | | 949,172 | | | | 949,172 | 6.39 | 1803 |
| | 30,398 | | | 30,398 | | | 1,042,404 | | | | 1,042,404 | 1 | 1804 |
| | 37,614 | | | 37,614 | | | 1,140,367 | | | | 1,140,367 | 9.40 | 1805 |
| | 38,780 | | | 38,780 | | | 1,208,737 | | | | 1,208,737 | 5.99 | 1806 |
| | 39,623 | | | 39,623 | | | 1,268,548 | | | | 1,268,548 | 4.95 | 1807 |
| | 40,283 | | | 40,283 | | | 1,242,595 | | | | 1,242,595 | — 2.04 | 1808 |
| | 39,836 | | | 39,836 | | | 1,350,282 | | | | 1,350,282 | 8.66 | 1809 |
| | 40,454 | | | 40,454 | | | 1,424,783 | | | | 1,424,783 | 5.51 | 1810 |
| | 41,535 | | | 41,535 | | | 1,232,502 | | | | 1,232,502 | — 13.49 | 1811 |
| | 42,039 | | | 42,039 | | | 1,269,997 | | | | 1,269,997 | 2.95 | 1812 |
| | 42,810 | | | 42,810 | | | 1,166,628 | | | | 1,166,628 | — 8.14 | 1813 |
| | 42,976 | | | 42,976 | | | 1,159,209 | | | | 1,159,209 | 63 | 1814 |
| | 43,428 | | | 43,428 | | | 1,308,128 | | | | 1,308,128 | 18.02 | 1815 |
| | 40,326 | | | 40,326 | | | 1,372,219 | | | | 1,372,219 | 29 | 1816 |
| | 49,437 | | | 49,437 | | | 1,399,012 | | | | 1,399,012 | 2.02 | 1817 |
| | 51,026 | | | 51,026 | | | 1,225,185 | | | | 1,225,185 | — 12.48 | 1818 |
| | 52,433 | | | 52,433 | | | 1,260,752 | | | | 1,260,752 | 2.00 | 1819 |
| | 54,389 | | | 54,389 | | | 1,280,167 | | | | 1,280,167 | 1.54 | 1820 |
| | 56,789 | | | 56,789 | | | 1,298,958 | | | | 1,298,958 | 1.47 | 1821 |
| | 58,534 | | | 58,534 | | | 1,324,669 | | | | 1,324,669 | 1.98 | 1822 |
| | 60,142 | | | 60,142 | | | 1,311,687 | | | | 1,311,687 | .89 | 1823 |
| | 66,350 | | | 66,350 | | | 1,367,553 | | 24,879 | | 1,380,163 | 3.94 | 1824 |
| | 61,930 | | | 61,930 | | | 1,400,050 | | 21,610 | | 1,423,111 | 2.44 | 1825 |
| | 62,610 | | | 62,610 | | | 1,500,132 | | 23,061 | | 1,534,191 | 7.80 | 1826 |
| | 61,548 | | | 61,548 | | | 1,530,490 | | 23,061 | | 1,620,007 | 5.63 | 1827 |
| | 64,424 | | | 64,424 | | | 1,701,974 | | 40,108 | | 1,741,392 | 7.45 | 1828 |
| | 66,031 | | | 66,031 | | | 1,206,761 | | 39,418 | | 1,260,768 | — 27.60 | 1829 |
| | 66,451 | | | 66,451 | | | 1,127,304 | | 54,037 | | 1,191,776 | — 5.47 | 1830 |
| | 66,602 | | | 66,602 | | | 1,198,401 | | 64,472 | | 1,267,846 | 6.38 | 1831 |
| | 22,298 | | | 22,298 | | | 1,348,630 | | 69,445 | | 1,439,450 | 13.53 | 1832 |
| | 23,854 | | | 23,854 | | | 1,504,300 | | 90,814 | | 1,606,161 | 11.59 | 1833 |
| | 27,377 | | | 27,377 | | | 1,636,093 | | 101,851 | | 1,758,907 | 9.15 | 1834 |
| | 28,771 | | | 28,771 | | | | | 122,814 | | | | |
| | 30,928 | | | 30,928 | | | 1,702,127 | | 122,814 | | 1,824,941 | 8.76 | 1835 |
| | 32,087 | | | 32,087 | | | 1,736,549 | | 146,566 | | 1,882,102 | 3.13 | 1836 |
| | | | | | | | 1,741,021 | | 154,765 | | 1,896,086 | .77 | 1837 |
| | | | | | | | 1,802,217 | | 193,423 | | 1,995,640 | 5.22 | 1838 |
| | | | | | | | 1,901,451 | | 195,028 | | 2,090,479 | 5.05 | 1839 |
| | | | | | | | 1,978,426 | | 202,339 | | 2,180,764 | 4.02 | 1840 |
| | | | | | | | 1,955,656 | | 175,083 | | 2,130,744 | 4.30 | 1841 |
| | | | | | | | 1,862,643 | | 226,761 | | 2,092,391 | — 1.80 | 1842 |
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^e Joseph Nourse, Register of the Treasury, under date of February 1, 1812, stated: "As there were not any accounts kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of 31st December, 1792, and 18th February, 1793, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

No. 10.—DOCUMENTED SAILING AND STEAM TONNAGE CONSTITUTING THE

| Year ended June 30— | Registered vessels. | | | | | | Enrolled vessels. | | | | | |
|------------------------|---------------------|-----------|--------|---------|--------|-----------|-------------------|-----------|--------|-----------|--------|-----------|
| | Sailing. | | Steam. | | Total. | | Sailing. | | Steam. | | Total. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1854..... | 2 | 238,783 | | 95,039 | 2 | 333,819 | 1 | 823,564 | | 581,571 | 2 | 411,135 |
| 1855..... | 2 | 420,091 | | 115,048 | 2 | 535,139 | 1 | 990,491 | | 655,240 | 2 | 615,731 |
| 1856..... | 2 | 491,688 | | 59,715 | 2 | 551,403 | 1 | 780,524 | | 583,362 | 2 | 337,886 |
| 1857..... | 2 | 337,095 | | 86,873 | 2 | 423,968 | 1 | 814,459 | | 618,911 | 2 | 433,370 |
| 1858..... | 2 | 421,715 | | 78,027 | 2 | 499,742 | 1 | 850,723 | | 651,363 | 2 | 502,086 |
| 1859..... | 2 | 414,654 | | 92,748 | 2 | 507,402 | 1 | 910,962 | | 676,005 | 2 | 586,967 |
| 1860..... | 2 | 448,941 | | 97,296 | 2 | 546,237 | 1 | 982,297 | | 770,641 | 2 | 752,938 |
| 1861..... | 2 | 560,020 | | 102,608 | 2 | 662,628 | 2 | 1,064,803 | | 774,896 | 2 | 839,399 |
| 1862..... | 2 | 177,283 | | 113,998 | 2 | 291,281 | 2 | 1,755,510 | | 596,465 | 2 | 772,005 |
| 1863..... | 2 | 892,809 | | 139,219 | 2 | 1,032,028 | 2 | 2,633,880 | | 142,304 | 2 | 776,193 |
| 1864..... | 1 | 459,885 | | 123,000 | 1 | 582,884 | 2 | 2,496,517 | | 855,954 | 3 | 352,471 |
| 1865..... | 1 | 504,575 | | 98,009 | 1 | 602,583 | 2 | 2,484,902 | | 909,131 | 3 | 454,093 |
| 1866..... | 2 | 294,637 | | 198,289 | 1 | 492,926 | 1 | 893,314 | | 885,223 | 2 | 778,537 |
| 1867..... | 1 | 309,917 | | 108,116 | 1 | 418,033 | 1 | 1,701,593 | | 993,765 | 2 | 695,358 |
| 1868..... | 3,181 | 343,793 | 235 | 221,939 | 3,416 | 1,565,732 | 17,233 | 1,758,025 | 3,205 | 975,142 | 20,438 | 2,733,167 |
| 1869..... | 3,054 | 353,170 | 227 | 213,252 | 3,281 | 1,566,422 | 16,631 | 1,638,602 | 3,099 | 887,401 | 19,732 | 2,526,093 |
| 1870..... | 2,742 | 324,256 | 200 | 192,514 | 2,942 | 1,516,800 | 18,431 | 1,708,418 | 3,094 | 870,522 | 21,525 | 2,677,940 |
| 1871..... | 2,545 | 244,223 | 176 | 180,914 | 2,721 | 1,425,142 | 19,229 | 1,901,731 | 3,151 | 903,643 | 22,380 | 2,805,274 |
| 1872..... | 2,516 | 232,982 | 183 | 177,660 | 2,699 | 1,410,648 | 20,204 | 2,011,347 | 3,273 | 929,962 | 23,477 | 2,971,300 |
| 1873..... | 2,553 | 220,865 | 206 | 193,428 | 2,759 | 1,423,288 | 21,420 | 2,257,498 | 3,458 | 958,417 | 24,884 | 3,216,915 |
| 1874..... | 2,535 | 233,678 | 193 | 195,215 | 2,728 | 1,428,893 | 20,861 | 2,320,577 | 3,624 | 985,660 | 24,486 | 3,312,146 |
| 1875..... | 2,769 | 1,402,133 | 212 | 191,689 | 2,981 | 1,593,827 | 20,297 | 2,266,584 | 3,616 | 971,800 | 23,913 | 3,288,390 |
| 1876..... | 2,821 | 1,391,594 | 188 | 195,227 | 3,009 | 1,586,821 | 13,735 | 1,656,504 | 3,673 | 968,300 | 17,408 | 2,624,804 |
| 1877..... | 2,807 | 1,404,060 | 181 | 190,133 | 2,988 | 1,594,193 | 12,661 | 1,592,834 | 3,732 | 975,033 | 16,393 | 2,607,867 |
| 1878..... | 2,860 | 1,458,209 | 173 | 170,838 | 3,037 | 1,629,047 | 12,656 | 1,528,979 | 3,780 | 990,382 | 16,435 | 2,619,361 |
| 1879..... | 2,549 | 1,335,211 | 168 | 166,323 | 2,717 | 1,501,534 | 12,654 | 1,595,792 | 3,840 | 1,012,810 | 16,494 | 2,611,602 |
| 1880..... | 2,246 | 1,206,266 | 132 | 146,001 | 2,378 | 1,352,810 | 12,331 | 1,509,760 | 4,079 | 1,058,587 | 16,410 | 2,649,353 |
| 1881..... | 2,191 | 1,182,817 | 135 | 152,769 | 2,326 | 1,335,586 | 11,690 | 1,551,246 | 4,227 | 1,055,655 | 15,917 | 2,657,201 |
| 1882..... | 2,061 | 1,187,725 | 134 | 154,670 | 2,195 | 1,342,395 | 11,611 | 1,612,837 | 4,514 | 1,191,883 | 16,125 | 2,807,220 |
| 1883..... | 2,006 | 1,180,100 | 168 | 171,905 | 2,174 | 1,352,005 | 11,432 | 1,630,831 | 4,359 | 1,227,739 | 15,791 | 2,868,570 |
| 1884..... | 1,939 | 1,120,033 | 188 | 184,188 | 2,127 | 1,304,221 | 11,218 | 1,623,190 | 4,294 | 1,203,332 | 15,512 | 2,836,528 |
| 1885..... | 1,937 | 1,101,693 | 182 | 186,406 | 2,119 | 1,288,099 | 11,050 | 1,606,578 | 4,345 | 1,289,995 | 15,395 | 2,836,573 |
| 1886..... | 1,584 | 934,546 | 185 | 176,033 | 1,769 | 1,111,179 | 10,866 | 1,611,181 | 4,417 | 1,327,582 | 15,283 | 2,938,763 |
| 1887..... | 1,439 | 841,992 | 185 | 173,571 | 1,624 | 1,015,563 | 10,598 | 1,659,081 | 4,390 | 1,340,083 | 14,983 | 3,008,764 |
| 1888..... | 1,330 | 760,386 | 200 | 183,998 | 1,530 | 944,384 | 10,531 | 1,720,923 | 4,565 | 1,444,435 | 15,096 | 3,165,358 |
| 1889..... | 1,462 | 827,124 | 219 | 191,471 | 1,681 | 1,018,595 | 10,409 | 1,651,437 | 4,744 | 1,550,044 | 15,153 | 3,201,481 |
| 1890..... | 1,294 | 749,005 | 233 | 197,030 | 1,527 | 946,035 | 10,320 | 1,752,241 | 4,743 | 1,639,043 | 15,063 | 3,391,881 |
| 1891..... | 1,316 | 765,955 | 271 | 230,995 | 1,587 | 1,006,950 | 10,358 | 1,837,810 | 4,904 | 1,763,417 | 15,262 | 3,691,227 |
| 1892..... | 1,278 | 765,776 | 254 | 228,899 | 1,532 | 994,675 | 10,301 | 1,857,622 | 5,070 | 1,821,997 | 15,371 | 3,679,519 |
| 1893..... | 1,094 | 639,700 | 240 | 261,103 | 1,343 | 899,803 | 10,404 | 1,834,855 | 5,216 | 1,897,078 | 15,620 | 3,832,833 |
| 1894..... | 1,104 | 650,089 | 240 | 260,091 | 1,350 | 910,180 | 9,473 | 1,776,243 | 5,172 | 1,898,073 | 14,645 | 3,776,216 |
| 1895..... | 1,021 | 586,142 | 239 | 252,045 | 1,260 | 838,187 | 9,206 | 1,768,905 | 5,202 | 1,936,204 | 14,408 | 3,705,104 |
| 1896..... | 1,013 | 680,072 | 244 | 294,882 | 1,257 | 974,954 | 8,753 | 1,744,351 | 5,246 | 2,018,140 | 13,999 | 3,762,500 |
| 1897..... | 983 | 647,110 | 247 | 258,474 | 1,230 | 905,584 | 8,505 | 1,791,037 | 5,217 | 2,075,460 | 13,722 | 3,866,536 |
| 1898..... | 824 | 443,645 | 312 | 294,091 | 1,136 | 737,739 | 8,517 | 1,864,380 | 5,208 | 2,053,210 | 13,725 | 3,917,590 |
| 1899..... | 954 | 488,210 | 367 | 300,030 | 1,321 | 788,240 | 8,274 | 1,830,477 | 5,232 | 2,090,821 | 13,503 | 3,921,269 |
| 1900..... | 992 | 485,352 | 338 | 341,342 | 1,330 | 826,694 | 8,415 | 1,949,744 | 5,371 | 2,289,825 | 13,786 | 4,230,569 |
| 1901..... | 972 | 459,407 | 355 | 429,722 | 1,327 | 889,129 | 8,629 | 2,070,411 | 5,542 | 2,462,084 | 14,171 | 4,522,495 |
| 1902..... | 885 | 423,730 | 341 | 458,825 | 1,226 | 882,555 | 8,522 | 2,122,029 | 5,693 | 2,686,772 | 14,215 | 4,809,695 |
| 1903..... | 813 | 361,366 | 337 | 527,410 | 1,170 | 888,776 | 8,474 | 2,243,661 | 5,761 | 2,846,835 | 14,235 | 5,090,496 |
| 1904..... | 856 | 344,612 | 343 | 554,156 | 1,204 | 898,768 | 8,347 | 2,278,861 | 5,920 | 3,064,028 | 14,265 | 5,283,789 |
| 1905..... | 932 | 353,893 | 330 | 601,180 | 1,172 | 954,513 | 8,136 | 2,291,639 | 5,990 | 3,100,263 | 14,126 | 5,391,892 |
| 1906..... | 1,035 | 348,201 | 406 | 591,285 | 1,441 | 939,486 | 8,030 | 2,283,705 | 6,087 | 3,339,268 | 14,124 | 5,722,933 |
| 1907..... | 962 | 269,021 | 442 | 602,125 | 1,484 | 871,140 | 7,931 | 2,327,020 | 6,179 | 3,627,686 | 14,110 | 5,954,700 |
| 1908..... | 1,113 | 341,381 | 478 | 598,787 | 1,591 | 940,068 | 7,755 | 2,262,446 | 6,390 | 4,055,245 | 14,115 | 6,307,939 |
| 1909..... | 1,135 | 308,079 | 498 | 578,620 | 1,633 | 887,505 | 7,654 | 2,273,087 | 6,418 | 4,107,066 | 14,072 | 6,381,053 |
| 1910..... | 1,029 | 234,848 | 497 | 556,977 | 1,520 | 791,825 | 7,482 | 2,321,207 | 6,567 | 4,272,521 | 14,049 | 6,593,728 |

For a separate report of canal boats and barges, see Statement No. 10 A.

TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789-1910—Continued.

| Licensed vessels under 20 tons. | | | | | | Total merchant marine. | | | | | | Annual in- crease or de- crease (-). | Year. |
|---------------------------------|--------|--------|--------|--------|---------|------------------------|-----------|--------|-----------|--------|-----------|---|-------|
| Sailing. | | Steam. | | Total. | | Sailing. | | Steam. | | Total. | | | |
| No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | Per ct | |
| 57,948 | | | | | 57,948 | | 4,126,295 | | 676,607 | | 4,802,902 | 8.96 | 1854 |
| 61,134 | | | | | 61,134 | | 4,441,716 | | 770,285 | | 5,212,001 | 8.52 | 1855 |
| 42,364 | | | | | 42,364 | | 4,198,576 | | 673,077 | | 4,871,653 | - 6.53 | 1856 |
| 43,505 | | | | | 43,505 | | 4,235,069 | | 705,784 | | 4,940,843 | 1.42 | 1857 |
| 47,980 | | | | | 47,980 | | 4,320,418 | | 729,390 | | 5,049,808 | 2.20 | 1858 |
| 50,669 | | | | | 50,669 | | 4,376,285 | | 768,753 | | 5,145,038 | 1.90 | 1859 |
| 54,693 | | | | | 54,693 | | 4,485,931 | | 867,937 | | 5,353,868 | 4.06 | 1860 |
| 57,786 | | | | | 57,786 | | 4,662,000 | | 877,204 | | 5,539,813 | 3.47 | 1861 |
| 48,908 | | | | | 48,908 | | 4,401,701 | | 710,463 | | 5,112,164 | - 7.72 | 1862 |
| 52,749 | | | | | 52,749 | | 4,357,537 | | 575,519 | | 5,155,056 | .84 | 1863 |
| 52,035 | | | | | 52,035 | | 4,008,440 | | 977,900 | | 4,986,400 | - 3.27 | 1864 |
| 40,106 | | | | | 40,106 | | 4,029,643 | | 1,067,136 | | 5,096,782 | 2.21 | 1865 |
| 39,315 | | | | | 39,315 | | 3,227,266 | | 1,083,512 | | 4,310,778 | -15.42 | 1866 |
| 41,097 | | | | | 41,097 | | 3,112,007 | | 1,191,880 | | 4,304,487 | - 1.14 | 1867 |
| 4,134 | 50,520 | 179 | 2,334 | 4,313 | 52,850 | 24,548 | 1,552,344 | 3,619 | 1,190,416 | 28,167 | 4,351,759 | 1.10 | 1868 |
| 4,254 | 49,211 | 220 | 2,915 | 4,474 | 52,126 | 23,941 | 1,041,073 | 3,546 | 1,103,568 | 27,487 | 4,144,641 | - 4.76 | 1869 |
| 4,301 | 48,738 | 230 | 3,029 | 4,531 | 51,767 | 25,474 | 1,171,412 | 3,524 | 1,075,096 | 28,998 | 4,240,507 | 2.41 | 1870 |
| 4,310 | 49,011 | 240 | 3,180 | 4,550 | 52,191 | 26,084 | 1,094,970 | 3,507 | 1,087,637 | 29,051 | 4,282,607 | .85 | 1871 |
| 4,641 | 51,865 | 207 | 3,925 | 4,848 | 55,790 | 27,361 | 1,326,194 | 3,753 | 1,111,553 | 31,114 | 4,437,747 | 3.02 | 1872 |
| 4,678 | 52,221 | 351 | 4,003 | 5,029 | 56,824 | 28,657 | 1,539,584 | 4,015 | 1,156,443 | 32,672 | 4,696,027 | 5.82 | 1873 |
| 4,901 | 54,787 | 369 | 4,796 | 5,270 | 59,583 | 28,300 | 1,615,042 | 4,180 | 1,185,610 | 32,486 | 4,800,652 | 2.23 | 1874 |
| 4,984 | 50,342 | 407 | 4,173 | 5,391 | 61,515 | 28,050 | 1,685,064 | 4,235 | 1,108,668 | 32,285 | 4,853,732 | 1.10 | 1875 |
| 5,055 | 55,988 | 459 | 5,845 | 5,517 | 61,833 | 21,614 | 1,107,080 | 4,320 | 1,172,372 | 25,934 | 4,279,458 | -11.83 | 1876 |
| 5,223 | 57,500 | 482 | 6,031 | 5,705 | 63,540 | 20,991 | 1,071,403 | 4,395 | 1,171,197 | 25,380 | 4,242,000 | - .86 | 1877 |
| 5,203 | 57,899 | 519 | 6,458 | 5,812 | 64,357 | 20,702 | 1,045,087 | 4,472 | 1,167,678 | 25,264 | 4,212,765 | - .70 | 1878 |
| 5,489 | 59,420 | 561 | 7,039 | 6,000 | 66,465 | 20,642 | 1,093,429 | 4,509 | 1,176,172 | 25,211 | 4,169,601 | -1.02 | 1879 |
| 5,418 | 50,504 | 506 | 6,367 | 5,924 | 65,871 | 19,905 | 856,476 | 4,717 | 1,211,558 | 24,712 | 4,068,034 | -2.43 | 1880 |
| 5,424 | 58,073 | 498 | 6,274 | 5,922 | 64,947 | 19,205 | 792,736 | 4,800 | 1,264,968 | 24,005 | 4,057,731 | - .25 | 1881 |
| 5,516 | 59,545 | 514 | 6,873 | 6,057 | 66,418 | 19,177 | 810,107 | 5,191 | 1,355,826 | 24,368 | 4,165,933 | 2.06 | 1882 |
| 5,530 | 61,272 | 722 | 13,550 | 6,252 | 74,822 | 18,968 | 822,293 | 5,249 | 1,413,194 | 24,217 | 4,235,487 | 1.67 | 1883 |
| 5,624 | 62,091 | 910 | 18,389 | 6,443 | 80,480 | 18,681 | 805,320 | 5,401 | 1,465,909 | 24,082 | 4,271,229 | .84 | 1884 |
| 5,677 | 62,840 | 872 | 18,516 | 6,449 | 81,362 | 18,564 | 771,017 | 5,390 | 1,494,917 | 23,903 | 4,265,934 | - .12 | 1885 |
| 5,617 | 62,425 | 865 | 18,769 | 6,462 | 81,194 | 18,007 | 668,162 | 5,467 | 1,522,984 | 23,634 | 4,131,136 | - 3.10 | 1886 |
| 5,638 | 62,055 | 900 | 19,463 | 6,548 | 81,518 | 17,582 | 633,128 | 5,481 | 1,542,717 | 23,063 | 4,105,845 | - .61 | 1887 |
| 5,720 | 62,530 | 929 | 20,238 | 6,655 | 82,774 | 17,587 | 541,924 | 5,604 | 1,648,070 | 23,281 | 4,191,916 | 2.10 | 1888 |
| 5,828 | 63,364 | 961 | 21,035 | 6,789 | 84,399 | 17,699 | 543,924 | 5,924 | 1,765,551 | 23,623 | 4,307,475 | 2.75 | 1889 |
| 5,838 | 64,103 | 980 | 21,815 | 6,877 | 85,918 | 17,502 | 565,400 | 5,965 | 1,859,088 | 23,467 | 4,424,497 | 2.71 | 1890 |
| 6,009 | 61,730 | 1,041 | 22,852 | 7,050 | 87,582 | 17,683 | 508,495 | 6,216 | 2,016,204 | 23,890 | 4,684,759 | 5.88 | 1891 |
| 6,322 | 67,206 | 1,068 | 23,521 | 7,390 | 90,727 | 17,901 | 690,504 | 6,302 | 2,074,417 | 24,383 | 4,764,921 | 1.71 | 1892 |
| 6,463 | 68,214 | 1,090 | 24,101 | 7,549 | 92,435 | 17,951 | 641,790 | 6,561 | 2,183,272 | 24,612 | 4,825,071 | 1.26 | 1893 |
| 6,483 | 68,207 | 1,108 | 24,366 | 7,591 | 92,633 | 17,060 | 494,599 | 6,526 | 2,189,430 | 23,586 | 4,684,029 | - 2.90 | 1894 |
| 6,469 | 68,117 | 1,113 | 24,552 | 7,572 | 92,669 | 16,686 | 423,159 | 6,551 | 2,212,801 | 23,240 | 4,635,960 | - 1.03 | 1895 |
| 6,547 | 72,249 | 1,105 | 24,177 | 7,652 | 96,426 | 16,313 | 396,072 | 6,595 | 2,307,208 | 22,908 | 4,703,880 | 1.47 | 1896 |
| 6,546 | 72,285 | 1,135 | 24,615 | 7,681 | 96,900 | 16,034 | 410,462 | 6,599 | 2,358,558 | 22,633 | 4,769,020 | 1.38 | 1897 |
| 6,652 | 69,790 | 1,192 | 24,649 | 7,814 | 94,439 | 15,903 | 377,815 | 6,712 | 2,371,923 | 22,705 | 4,749,738 | - .40 | 1898 |
| 6,653 | 69,534 | 1,238 | 25,160 | 7,891 | 94,094 | 15,891 | 388,227 | 6,837 | 2,476,011 | 22,728 | 4,864,238 | 2.41 | 1899 |
| 6,873 | 71,916 | 1,344 | 26,630 | 8,217 | 98,576 | 16,280 | 507,042 | 7,053 | 2,657,797 | 23,333 | 5,164,839 | 6.18 | 1900 |
| 7,042 | 73,447 | 1,517 | 29,147 | 8,559 | 102,594 | 16,643 | 503,265 | 7,414 | 2,920,953 | 24,057 | 5,524,218 | 6.96 | 1901 |
| 7,129 | 74,375 | 1,693 | 31,277 | 8,832 | 105,652 | 16,546 | 621,028 | 7,727 | 3,176,874 | 24,273 | 5,797,902 | 4.06 | 1902 |
| 7,084 | 74,239 | 1,930 | 33,843 | 9,020 | 108,073 | 16,371 | 679,257 | 8,054 | 3,408,088 | 24,425 | 6,087,345 | 4.99 | 1903 |
| 6,892 | 72,044 | 2,195 | 36,334 | 9,037 | 108,978 | 16,005 | 716,117 | 8,463 | 3,595,418 | 24,558 | 6,291,535 | 3.35 | 1904 |
| 6,650 | 70,177 | 2,527 | 40,051 | 9,183 | 110,228 | 15,784 | 795,049 | 8,897 | 3,741,494 | 24,081 | 6,456,513 | 2.62 | 1905 |
| 6,381 | 67,778 | 3,007 | 44,774 | 9,388 | 112,550 | 15,506 | 809,682 | 9,500 | 3,975,287 | 25,006 | 6,674,969 | 3.38 | 1906 |
| 5,938 | 63,385 | 3,429 | 49,557 | 9,367 | 112,942 | 14,861 | 859,420 | 10,050 | 4,279,368 | 24,911 | 6,938,794 | 3.95 | 1907 |
| 5,631 | 60,290 | 4,088 | 57,142 | 9,719 | 117,438 | 14,400 | 864,271 | 10,926 | 4,711,174 | 25,425 | 7,365,445 | 6.15 | 1908 |
| 5,258 | 56,565 | 4,725 | 63,632 | 9,983 | 120,197 | 14,047 | 839,531 | 11,641 | 4,749,224 | 25,688 | 7,388,755 | .32 | 1909 |
| 4,777 | 51,606 | 5,388 | 70,863 | 10,165 | 122,539 | 13,288 | 807,721 | 12,452 | 4,900,361 | 25,740 | 7,508,082 | 1.61 | 1910 |

No. 10 A.—NUMBER AND GROSS TONNAGE OF CANAL BOATS AND BARGES DOCUMENTED IN THE UNITED STATES, IN SPECIFIED YEARS, 1868-1910.

[These vessels are included in Statement No. 10.]

| Year ended June 30— | Canal boats. | | Barges. | | Total. | |
|-------------------------|--------------|---------|---------|---------|---------|-----------|
| | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1868..... | 4,847 | 430,072 | 1,463 | 213,150 | 6,310 | 643,222 |
| 1869..... | 4,678 | 420,143 | 1,423 | 220,953 | 6,101 | 641,101 |
| 1870..... | 6,410 | 567,915 | 1,530 | 240,411 | 7,940 | 808,326 |
| 1871..... | 7,314 | 648,471 | 1,472 | 260,343 | 8,786 | 908,814 |
| 1872..... | 8,055 | 704,713 | 1,621 | 296,106 | 9,676 | 1,000,819 |
| 1873..... | 8,070 | 820,328 | 1,738 | 335,455 | 10,708 | 1,155,783 |
| 1874 ^a | 8,245 | 751,612 | 1,908 | 389,714 | 10,153 | 1,141,326 |
| 1875..... | 7,808 | 700,996 | 1,888 | 399,158 | 9,696 | 1,100,154 |
| 1876..... | 1,581 | 117,708 | 1,776 | 380,686 | 3,357 | 498,394 |
| 1877..... | 996 | 81,394 | 1,914 | 409,620 | 2,910 | 491,014 |
| 1878..... | 1,071 | 88,681 | 2,198 | 435,076 | 3,269 | 523,757 |
| 1879..... | 1,206 | 103,737 | 2,394 | 466,878 | 3,600 | 570,615 |
| 1880 ^b | 1,235 | 106,590 | 1,930 | 383,629 | 3,165 | 490,219 |
| 1885..... | 1,027 | 97,681 | 1,005 | 299,451 | 2,032 | 397,132 |
| 1890..... | 1,097 | 114,953 | 1,241 | 341,042 | 2,338 | 455,995 |
| 1895..... | 680 | 75,051 | 1,363 | 332,632 | 2,043 | 407,683 |
| 1896..... | 682 | 75,225 | 1,357 | 393,188 | 2,039 | 468,413 |
| 1897..... | 650 | 73,786 | 1,480 | 432,523 | 2,130 | 506,309 |
| 1898..... | 660 | 74,640 | 1,667 | 467,348 | 2,327 | 541,988 |
| 1899..... | 620 | 71,101 | 1,962 | 491,808 | 2,591 | 562,909 |
| 1900..... | 617 | 73,883 | 2,362 | 548,817 | 3,009 | 622,200 |
| 1901..... | 735 | 83,068 | 2,677 | 586,840 | 3,412 | 669,908 |
| 1902..... | 703 | 79,408 | 2,770 | 599,742 | 3,473 | 679,150 |
| 1903..... | 695 | 78,400 | 2,840 | 634,927 | 3,535 | 713,333 |
| 1904..... | 692 | 77,583 | 2,917 | 673,578 | 3,609 | 751,161 |
| 1905..... | 643 | 71,953 | 3,022 | 681,512 | 3,665 | 753,465 |
| 1906..... | 717 | 80,137 | 3,171 | 720,911 | 3,888 | 801,048 |
| 1907..... | 731 | 81,773 | 3,264 | 763,209 | 3,995 | 844,982 |
| 1908..... | 746 | 82,469 | 3,453 | 816,732 | 4,199 | 899,201 |
| 1909..... | 745 | 80,951 | 3,590 | 847,504 | 4,335 | 928,455 |
| 1910..... | 674 | 74,068 | 3,667 | 878,180 | 4,341 | 952,248 |

^a See act April 18, 1874.

^b See act June 30, 1879.

No. 10 B.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES DOCUMENTED ON THE NORTHERN LAKES, IN SPECIFIED YEARS, 1868-1910.

[These vessels are included in Statement No. 10.]

| Year. | Sailing. | | Steam. | | Canal boats. | | Barges. | | Total. | |
|-----------|----------|---------|--------|-----------|--------------|---------|---------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1868..... | 1,855 | 293,978 | 624 | 144,117 | 2,822 | 241,553 | 64 | 15,956 | 5,365 | 695,064 |
| 1869..... | 1,752 | 277,893 | 680 | 146,236 | 2,384 | 215,165 | 103 | 22,072 | 4,875 | 661,306 |
| 1870..... | 1,690 | 264,600 | 642 | 142,973 | 2,394 | 249,553 | 114 | 27,569 | 5,349 | 684,704 |
| 1871..... | 1,662 | 267,154 | 682 | 149,467 | 3,037 | 264,198 | 122 | 31,208 | 5,513 | 712,027 |
| 1872..... | 1,654 | 270,051 | 708 | 162,523 | 2,814 | 254,056 | 161 | 37,863 | 5,337 | 724,493 |
| 1873..... | 1,663 | 298,002 | 802 | 180,250 | 2,934 | 267,601 | 177 | 42,559 | 5,576 | 788,412 |
| 1874..... | 1,696 | 336,802 | 876 | 198,121 | 2,812 | 261,135 | 216 | 46,323 | 5,600 | 842,381 |
| 1875..... | 1,710 | 330,787 | 891 | 202,507 | 2,702 | 250,657 | 193 | 45,140 | 5,496 | 837,891 |
| 1876..... | 1,643 | 331,498 | 921 | 201,742 | 441 | 34,880 | 188 | 45,585 | 3,193 | 613,211 |
| 1877..... | 1,604 | 324,394 | 923 | 201,085 | 472 | 37,474 | 192 | 47,207 | 3,191 | 610,160 |
| 1878..... | 1,546 | 315,008 | 918 | 201,550 | 519 | 41,902 | 183 | 45,296 | 3,166 | 604,656 |
| 1879..... | 1,473 | 307,078 | 890 | 208,298 | 548 | 44,774 | 170 | 42,226 | 3,087 | 597,767 |
| 1880..... | 1,459 | 304,933 | 931 | 212,045 | 572 | 47,150 | 165 | 40,065 | 3,127 | 605,102 |
| 1885..... | 1,322 | 313,129 | 1,175 | 335,869 | 771 | 70,150 | 111 | 30,810 | 3,379 | 749,948 |
| 1890..... | 1,272 | 328,656 | 1,527 | 652,923 | 957 | 67,574 | 54 | 13,910 | 3,510 | 1,063,063 |
| 1895..... | 1,100 | 300,042 | 1,755 | 857,785 | 400 | 44,074 | 81 | 39,008 | 3,342 | 1,241,450 |
| 1896..... | 1,044 | 300,152 | 1,792 | 924,631 | 416 | 45,109 | 81 | 45,175 | 3,333 | 1,324,067 |
| 1897..... | 993 | 334,104 | 1,775 | 977,235 | 361 | 37,978 | 101 | 60,785 | 3,230 | 1,410,102 |
| 1898..... | 960 | 333,704 | 1,704 | 993,644 | 384 | 40,456 | 148 | 69,696 | 3,266 | 1,437,600 |
| 1899..... | 874 | 318,175 | 1,732 | 1,014,561 | 366 | 38,630 | 190 | 74,982 | 3,162 | 1,446,348 |
| 1900..... | 832 | 335,183 | 1,739 | 1,110,565 | 392 | 41,430 | 204 | 78,409 | 3,107 | 1,565,587 |
| 1901..... | 784 | 332,289 | 1,778 | 1,243,500 | 476 | 50,362 | 215 | 80,143 | 3,253 | 1,706,294 |
| 1902..... | 726 | 318,632 | 1,795 | 1,377,872 | 454 | 47,888 | 197 | 72,719 | 3,172 | 1,816,511 |
| 1903..... | 676 | 315,195 | 1,796 | 1,467,992 | 453 | 47,750 | 185 | 71,761 | 3,110 | 1,902,698 |
| 1904..... | 623 | 308,820 | 1,820 | 1,502,270 | 451 | 47,160 | 181 | 70,968 | 3,075 | 2,010,208 |
| 1905..... | 583 | 301,115 | 1,820 | 1,647,793 | 418 | 43,775 | 190 | 69,464 | 3,011 | 2,062,147 |
| 1906..... | 519 | 269,136 | 1,844 | 1,841,438 | 480 | 50,599 | 209 | 73,269 | 3,052 | 2,234,432 |
| 1907..... | 466 | 256,104 | 1,873 | 2,044,553 | 529 | 55,859 | 235 | 83,195 | 3,103 | 2,439,741 |
| 1908..... | 429 | 248,752 | 1,942 | 2,341,686 | 546 | 57,009 | 255 | 81,122 | 3,172 | 2,720,169 |
| 1909..... | 389 | 238,491 | 1,982 | 2,390,925 | 557 | 58,763 | 271 | 85,312 | 3,199 | 2,782,481 |
| 1910..... | 362 | 236,656 | 2,107 | 2,508,469 | 480 | 50,912 | 324 | 99,065 | 3,273 | 2,895,102 |

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

[This table does not include yachts, nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory, and not carrying passengers, nor boats under 5 tons net.]

| States and customs districts in which documented. | Sailing vessels. | | Steam vessels. | | Canal boats. | | Barges. | | Total | |
|---|------------------|---------|----------------|--------|--------------|-------|---------|--------|-------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS. | | | | | | | | | | |
| Maine: | | | | | | | | | | |
| Pasamaquoddy..... | 90 | 12,864 | 113 | 2,147 | | | | | 203 | 13,011 |
| Machias..... | 40 | 6,973 | 32 | 575 | | | | | 122 | 7,548 |
| Frenchmans Bay..... | 60 | 6,322 | 69 | 1,001 | | | | | 129 | 7,323 |
| Castine..... | 169 | 8,806 | 41 | 781 | | | | | 210 | 9,587 |
| Bangor..... | 50 | 9,676 | 10 | 2,891 | | | | | 60 | 12,567 |
| Belfast..... | 64 | 6,981 | 30 | 3,547 | | | | | 96 | 12,992 |
| Waldoboro..... | 120 | 26,566 | 93 | 4,254 | | | 2 | 2,464 | 214 | 30,925 |
| Wiscasset..... | 28 | 1,611 | 17 | 213 | | | 1 | 165 | 45 | 1,824 |
| Bath..... | 76 | 74,973 | 42 | 22,996 | | | 8 | 2,708 | 126 | 100,677 |
| Portland and Falmouth..... | 88 | 40,141 | 109 | 24,305 | | | 3 | 177 | 200 | 64,623 |
| Saco..... | 2 | 472 | 1 | 43 | | | | | 3 | 515 |
| Kennebunk..... | 10 | 420 | 3 | 205 | | | | | 13 | 625 |
| York..... | 2 | 15 | | | | | | | 2 | 15 |
| New Hampshire: | | | | | | | | | | |
| Portsmouth..... | 12 | 1,660 | 10 | 640 | | | 14 | 1,006 | 36 | 3,906 |
| Massachusetts: | | | | | | | | | | |
| Newburyport..... | 3 | 483 | 9 | 1,002 | | | | | 12 | 1,485 |
| Gloucester..... | 196 | 19,309 | 85 | 2,854 | | | 3 | 461 | 283 | 22,654 |
| Salem and Beverly..... | 19 | 1,624 | 7 | 229 | | | | | 26 | 1,853 |
| Marblehead..... | 11 | 671 | 10 | 103 | | | 1 | 1,227 | 22 | 2,001 |
| Boston and Charlestown..... | 268 | 132,197 | 191 | 58,212 | | | 16 | 6,298 | 473 | 196,707 |
| Plymouth..... | 5 | 126 | 7 | 73 | | | | | 6 | 199 |
| Barnstable..... | 74 | 5,218 | 118 | 1,123 | | | | | 192 | 6,341 |
| Nantucket..... | 22 | 179 | 5 | 71 | | | | | 27 | 250 |
| Edgartown..... | 3 | 27 | 35 | 286 | | | | | 38 | 313 |
| New Bedford..... | 51 | 10,314 | 48 | 3,666 | | | | | 99 | 13,980 |
| Fall River..... | 42 | 30,773 | 43 | 48,537 | | | 2 | 629 | 86 | 79,739 |
| Rhode Island: | | | | | | | | | | |
| Providence..... | 21 | 3,248 | 94 | 7,854 | | | 1 | 1,295 | 116 | 12,397 |
| Bristol and Warren..... | 9 | 133 | 17 | 503 | | | | | 26 | 716 |
| Newport..... | 21 | 976 | 117 | 5,274 | | | 6 | 307 | 144 | 6,567 |
| Connecticut: | | | | | | | | | | |
| Stonington..... | 15 | 6,218 | 46 | 1,839 | | | 8 | 3,799 | 69 | 11,856 |
| New London..... | 47 | 21,271 | 68 | 51,154 | | | 20 | 3,386 | 137 | 78,107 |
| Hartford..... | 12 | 3,111 | 97 | 11,174 | | | 73 | 27,123 | 184 | 41,407 |
| New Haven..... | 45 | 19,562 | 109 | 10,893 | | | 47 | 16,114 | 201 | 41,569 |
| Bridgeport..... | 108 | 5,436 | 108 | 6,714 | | | 7 | 1,355 | 223 | 13,782 |

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

| States and customs districts in which documented. | | | | | | | | | |
|---|------------------|---------|----------------|---------|--------------|--------|---------|-----------|--------|
| ATLANTIC AND GULF COASTS—continued. | | | | | | | | | |
| | Sailing vessels. | | Steam vessels. | | Canal boats. | | Barges. | | Total. |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | |
| New York: | | | | | | | | | |
| New York— | | | | | | | | | |
| Albany. | 336 | 246,270 | 1,499 | 914,173 | 45 | 6,671 | 3,642 | 1,611,692 | Tons |
| Pattogue. | 4 | 396 | 130 | 17,833 | 140 | 16,281 | 285 | 36,294 | |
| Port Jefferson. | 23 | 2,183 | 4 | 88 | | | 399 | 7,271 | |
| Cold Spring. | 31 | 1,123 | 37 | 1,288 | | | 27 | 2,281 | |
| Sag Harbor. | | | | | | | 68 | 2,411 | |
| Sag Harbor. | 21 | 1,337 | 6 | 1,871 | | | | | |
| Greenport. | 91 | 1,721 | 113 | 3,076 | | | 1 | 10 | |
| New Jersey: | | | | | | | | | |
| Newark. | 12 | 1,802 | 59 | 5,783 | | | | | |
| Perth Amboy. | 129 | 57,816 | 75 | 15,516 | 2 | 277 | 14 | 2,846 | |
| Little Egg Harbor. | 25 | 1,268 | 13 | 114 | 1 | 105 | 165 | 47,211 | |
| Great Egg Harbor. | 100 | 1,075 | 135 | 2,737 | | | | | |
| Bridgeton. | 356 | 6,976 | 27 | 438 | | | | | |
| Burlington. | 2 | 57 | 9 | 1,546 | | | 1 | 38 | |
| Pennsylvania: | | | | | | | 2 | 317 | |
| Philadelphia. | 198 | 116,956 | 286 | 104,313 | | | 171 | 65,685 | |
| Delaware: | | | | | | | | | |
| Delaware. | 87 | 13,055 | 52 | 12,334 | | | | | |
| Maryland: | | | | | | | 9 | 2,941 | |
| Baltimore. | 532 | 51,380 | 271 | 121,323 | | | 105 | 25,494 | |
| Annapolis. | 21 | 3,712 | 21 | 257 | | | | | |
| Eastern Maryland. | 635 | 12,559 | 34 | 453 | | | 4 | 941 | |
| District of Columbia: | | | | | | | | | |
| Georgetown. | 22 | 1,363 | 36 | 9,697 | | | | | |
| Virginia: | | | | | | | | | |
| Alexandria. | 79 | 1,691 | 7 | 106 | | | | | |
| Papattamnock. | 177 | 4,129 | 59 | 5,286 | | | | | |
| Richmond. | 45 | 1,635 | 19 | 1,778 | | | 7 | 2,265 | |
| Petersburg. | 2 | 417 | 2 | 417 | | | | | |
| Newport News. | 196 | 3,094 | 66 | 3,239 | | | 2 | 1,548 | |
| Norfolk and Portsmouth. | 196 | 8,069 | 219 | 12,262 | | | 24 | 5,406 | |
| Cherrystone. | | | | | | | | | |
| Cape Charles. | 174 | 2,754 | 47 | 3,380 | | | 5 | 7,073 | |
| Chincoteague. | 100 | 1,323 | 14 | 149 | | | | | |
| North Carolina: | | | | | | | | | |
| Albemarle. | 106 | 2,116 | 77 | 3,877 | | | 7 | 448 | |
| Farmville. | 138 | 2,011 | 74 | 2,003 | | | | | |
| Beaufort. | 177 | 1,750 | 66 | 885 | | | 7 | 294 | |
| Wilmington. | 35 | 1,255 | 42 | 2,203 | | | 2 | 452 | |

WESTERN RIVERS.

[illegible]

^c Vessels in river trade only; for seagoing vessels, see p. 201.

b A port in the customs district of New Orleans.

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1910—Continued.

SUMMARY

| States and customs districts in which documented | Sailing vessels. | | | Steam vessels. | | | Canal boats. | | | Barges. | | | Total. | | |
|--|------------------|-----------|--------|----------------|-------|--------|--------------|---------|-------|---------|--------|-----------|-----------|-----------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. |
| Atlantic and Gulf coasts..... | 7,839 | 1,113,325 | 6,570 | 1,693,923 | 194 | 23,156 | 16,909 | 686,328 | 2,396 | 585,328 | 16,909 | 3,517,132 | 3,517,132 | 3,517,132 | 3,517,132 |
| Porto Rico..... | 72 | 3,531 | 13 | 2,010 | ..... | ..... | 5,541 | ..... | ..... | ..... | 5,541 | 5,541 | 5,541 | 5,541 | 5,541 |
| Pacific coast..... | 602 | 294,287 | 2,056 | 544,542 | ..... | ..... | 3,533 | 79,660 | 816 | 79,660 | 3,533 | 918,489 | 918,489 | 918,489 | 918,489 |
| Hawaii..... | 11 | 7,496 | 29 | 10,036 | ..... | ..... | 40 | ..... | ..... | ..... | 40 | 18,102 | 18,102 | 18,102 | 18,102 |
| Northern lakes..... | 362 | 236,656 | 2,107 | 2,508,469 | 480 | 50,912 | 324 | 99,065 | 324 | 99,065 | 3,273 | 2,836,102 | 2,836,102 | 2,836,102 | 2,836,102 |
| Western rivers..... | 1 | 8 | 1,677 | 140,781 | ..... | ..... | 131 | 12,927 | 131 | 12,927 | 1,609 | 153,716 | 153,716 | 153,716 | 153,716 |
| Grand total..... | 8,947 | 1,655,473 | 12,452 | 4,900,361 | 674 | 74,938 | 25,740 | 873,130 | 3,667 | 873,130 | 25,740 | 7,508,082 | 7,508,082 | 7,508,082 | 7,508,082 |
| Registered..... | 372 | 158,877 | 497 | 556,977 | ..... | ..... | 657 | 75,971 | 657 | 75,971 | 1,526 | 791,855 | 791,855 | 791,855 | 791,855 |
| Enrolled..... | 3,959 | 1,446,782 | 6,567 | 4,272,521 | 674 | 74,068 | 2,549 | 800,407 | 2,549 | 800,407 | 14,049 | 6,533,723 | 6,533,723 | 6,533,723 | 6,533,723 |
| Licensed..... | 4,616 | 49,864 | 5,388 | 70,863 | ..... | ..... | 161 | 1,862 | 161 | 1,862 | 40,165 | 122,529 | 122,529 | 122,529 | 122,529 |
| Grand total..... | 8,947 | 1,655,473 | 12,452 | 4,900,361 | 674 | 74,068 | 25,740 | 873,130 | 3,667 | 873,130 | 25,740 | 7,508,082 | 7,508,082 | 7,508,082 | 7,508,082 |

No. 12.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY STATES, JUNE 30, 1910.

| States and Territories in which documented. | Sailing vessels. | | | Steam vessels. | | | Canal boats. | | | Barges. | | | Total. | | |
|---|------------------|---------|-------|----------------|-------|--------|--------------|-------|-------|---------|-------|-----------|-----------|-----------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. |
| Maine..... | 549 | 195,820 | 560 | 62,968 | ..... | ..... | ..... | ..... | 14 | 5,454 | 1,423 | 294,232 | 294,232 | 294,232 | 294,232 |
| New Hampshire..... | 12 | 1,660 | 10 | 2,901 | ..... | ..... | ..... | ..... | 14 | 1,606 | 36 | 3,906 | 3,906 | 3,906 | 3,906 |
| Vermont..... | 2 | 209 | 8 | 115,966 | ..... | ..... | ..... | ..... | ..... | ..... | 18 | 3,723 | 3,723 | 3,723 | 3,723 |
| Massachusetts..... | 683 | 200,921 | 551 | 13,731 | ..... | ..... | 6 | 619 | 22 | 8,615 | 1,266 | 325,222 | 325,222 | 325,222 | 325,222 |
| Rhode Island..... | 51 | 4,337 | 228 | 81,675 | ..... | ..... | ..... | ..... | 7 | 1,602 | 286 | 13,670 | 13,670 | 13,670 | 13,670 |
| Connecticut..... | 227 | 55,598 | 338 | 1,386,305 | 659 | 72,245 | ..... | ..... | 154 | 48,386 | 745 | 186,431 | 186,431 | 186,431 | 186,431 |
| New York..... | 961 | 280,544 | 2,384 | 1,386,305 | ..... | ..... | ..... | ..... | 1,666 | 438,702 | 5,670 | 2,197,886 | 2,197,886 | 2,197,886 | 2,197,886 |
| New Jersey..... | 624 | 69,054 | 338 | 29,204 | ..... | ..... | 3 | 382 | 182 | 50,412 | 1,147 | 146,062 | 146,062 | 146,062 | 146,062 |
| Pennsylvania..... | 201 | 118,391 | 511 | 214,181 | ..... | ..... | ..... | ..... | 178 | 68,773 | 890 | 401,345 | 401,345 | 401,345 | 401,345 |
| Delaware..... | 87 | 13,035 | 52 | 12,334 | ..... | ..... | ..... | ..... | 9 | 2,941 | 143 | 26,330 | 26,330 | 26,330 | 26,330 |
| Maryland..... | 207 | 67,691 | 326 | 122,033 | ..... | ..... | ..... | ..... | 109 | 26,375 | 1,797 | 216,099 | 216,099 | 216,099 | 216,099 |
| District of Columbia..... | 1,362 | 1,363 | 36 | 9,697 | ..... | ..... | ..... | ..... | ..... | ..... | 58 | 11,060 | 11,060 | 11,060 | 11,060 |
| Virginia..... | 967 | 22,695 | 433 | 26,537 | ..... | ..... | ..... | ..... | 38 | 16,262 | 1,438 | 65,544 | 65,544 | 65,544 | 65,544 |

| | | | | | | | | |
|---------------------|-------|-----------|--------|-----------|-------|---------|--------|-----------|
| North Carolina..... | 456 | 7,132 | 239 | 8,978 | 16 | 1,124 | 731 | 17,234 |
| South Carolina..... | 122 | 3,893 | 142 | 7,010 | ..... | ..... | 984 | 10,893 |
| Georgia..... | 109 | 7,344 | 106 | 66,864 | ..... | ..... | 215 | 74,998 |
| Florida..... | 446 | 38,356 | 392 | 25,902 | 38 | 9,266 | 215 | 74,998 |
| Alabama..... | 120 | 18,393 | 82 | 7,236 | ..... | ..... | 292 | 27,750 |
| Mississippi..... | 228 | 7,944 | 99 | 9,730 | 2 | 70 | 329 | 27,750 |
| Louisiana..... | 238 | 5,924 | 373 | 33,425 | 1 | 109 | 612 | 39,513 |
| Texas..... | 128 | 18,877 | 206 | 35,807 | 44 | 10,072 | 378 | 64,096 |
| Porto Rico..... | 72 | 3,531 | 13 | 2,010 | ..... | ..... | 88 | 13,941 |
| Tennessee..... | ..... | ..... | 288 | 15,900 | 17 | 374 | 306 | 16,274 |
| Kentucky..... | ..... | ..... | 145 | 8,834 | 7 | 532 | 132 | 9,465 |
| Missouri..... | ..... | ..... | 127 | 17,899 | 4 | 1,447 | 131 | 19,346 |
| Nebraska..... | ..... | ..... | 1 | 128 | ..... | ..... | 1 | 1,125 |
| North Dakota..... | ..... | ..... | 8 | 500 | 18 | 1,351 | 26 | 1,851 |
| Montana..... | ..... | ..... | 7 | 1,118 | ..... | ..... | 7 | 1,118 |
| Iowa..... | ..... | ..... | 76 | 2,562 | 11 | 436 | 87 | 2,998 |
| Minnesota..... | 38 | 96,484 | 318 | 719,702 | 102 | 30,379 | 426 | 846,565 |
| Wisconsin..... | 63 | 9,595 | 253 | 61,513 | 39 | 12,203 | 355 | 83,511 |
| Michigan..... | 118 | 41,234 | 541 | 270,771 | 89 | 27,378 | 748 | 339,883 |
| Illinois..... | 39 | 15,286 | 356 | 90,340 | 24 | 3,862 | 419 | 109,488 |
| Indiana..... | ..... | ..... | 144 | 5,967 | 6 | 635 | 180 | 6,602 |
| Ohio..... | 39 | 48,399 | 470 | 866,898 | 19 | 8,273 | 528 | 923,570 |
| West Virginia..... | ..... | ..... | 166 | 10,357 | 21 | 1,785 | 187 | 12,642 |
| Arizona..... | ..... | ..... | 1 | 92 | ..... | ..... | 1 | 92 |
| California..... | 433 | 184,043 | 628 | 350,244 | 2 | 2,849 | 1,063 | 537,136 |
| Oregon..... | 20 | 12,538 | 305 | 35,948 | 8 | 3,713 | 333 | 34,199 |
| Washington..... | 155 | 96,525 | 844 | 124,187 | 607 | 46,245 | 1,666 | 266,957 |
| Alaska..... | 54 | 1,181 | 278 | 34,071 | 139 | 26,853 | 471 | 62,105 |
| Hawaii..... | 11 | 7,466 | 29 | 10,636 | ..... | ..... | 40 | 18,102 |
| Total..... | 8,947 | 1,655,473 | 12,452 | 4,900,361 | 3,687 | 878,180 | 25,740 | 7,508,082 |

No. 13.—SAILING AND STEAM VESSELS OF THE UNITED STATES, ACCORDING TO SIZE, JUNE 30, 1910.

| Geographical distribution. | Class 0. 5 to 50 tons. | | Class 1. 50 to 100 tons. | | Class 2. 100 to 500 tons. | | Class 3. 500 to 1,000 tons. | | Class 4. 1,000 to 2,500 tons. | | Class 5. 2,500 to 5,000 tons. | | Class 6. 5,000 tons and over. | | Total. | |
|-------------------------------|---------------------------|---------|-----------------------------|---------|------------------------------|---------|--------------------------------|---------|----------------------------------|---------|----------------------------------|-----------|----------------------------------|-----------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| SAILING VESSELS. | | | | | | | | | | | | | | | | |
| Atlantic and Gulf coasts..... | 5,564 | 84,805 | 727 | 51,266 | 819 | 190,791 | 462 | 345,099 | 236 | 345,454 | 31 | 95,110 | ..... | ..... | 7,839 | 1,113,325 |
| Porto Rico..... | 66 | 974 | 2 | 127 | 1 | 228 | 3 | 2,202 | ..... | ..... | ..... | ..... | ..... | ..... | 72 | 3,531 |
| Pacific coast..... | 253 | 6,246 | 64 | 4,591 | 104 | 32,662 | 141 | 97,363 | 99 | 150,132 | 1 | 3,258 | ..... | ..... | 662 | 294,237 |
| Hawai..... | 1 | 13 | 2 | 193 | 2 | 230 | 5 | 4,158 | ..... | ..... | ..... | ..... | ..... | ..... | 11 | 7,406 |
| Northern lakes..... | 82 | 1,828 | 31 | 2,221 | 116 | 35,721 | 79 | 53,526 | 27 | 47,420 | 24 | 80,813 | 3 | 15,127 | 362 | 236,656 |
| Western rivers..... | 1 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 8 |
| Total..... | 5,967 | 93,874 | 826 | 58,398 | 1,042 | 259,632 | 690 | 502,388 | 362 | 541,006 | 57 | 155,053 | 3 | 15,127 | 8,947 | 1,655,473 |
| STEAM VESSELS. | | | | | | | | | | | | | | | | |
| Atlantic and Gulf coasts..... | 4,085 | 69,277 | 763 | 56,139 | 1,110 | 238,407 | 225 | 158,130 | 185 | 292,936 | 162 | 507,066 | 50 | 371,968 | 6,570 | 1,693,923 |
| Porto Rico..... | 6 | 143 | 3 | 224 | 3 | 800 | 1 | 843 | ..... | ..... | ..... | ..... | ..... | ..... | 13 | 2,010 |
| Pacific coast..... | 1,247 | 19,810 | 176 | 12,800 | 363 | 94,115 | 150 | 103,665 | 71 | 119,380 | 34 | 117,244 | 12 | 77,528 | 2,066 | 544,642 |
| Hawai..... | 7 | 109 | 2 | 137 | 11 | 3,286 | 8 | 5,329 | 1 | 566 | ..... | ..... | ..... | ..... | 29 | 10,636 |
| Northern lakes..... | 874 | 18,281 | 238 | 17,627 | 252 | 62,001 | 110 | 79,873 | 263 | 473,393 | 217 | 878,732 | 153 | 972,592 | 2,107 | 2,508,189 |
| Western rivers..... | 1,064 | 16,742 | 282 | 21,120 | 274 | 58,780 | 49 | 31,550 | 7 | 9,754 | 1 | 2,525 | ..... | ..... | 1,677 | 140,781 |
| Total..... | 7,258 | 124,362 | 1,464 | 108,047 | 2,013 | 457,399 | 543 | 379,599 | 530 | 902,999 | 404 | 1,565,567 | 215 | 1,432,088 | 12,452 | 4,900,361 |

No. 14.—NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE COD AND MACKEREL FISHERIES, BY CUSTOMS DISTRICTS, JUNE 30, 1910.

| States and customs districts in which documented. | Sailing. | | | | Steam. | | | | Total. | |
|--|-----------|--------|-----------|-------|-----------|-------|-----------|-------|--------|--------|
| | Enrolled. | | Licensed. | | Enrolled. | | Licensed. | | | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Maine: | | | | | | | | | | |
| Passamaquoddy..... | | | 3 | 31 | | | | | 3 | 31 |
| Machias..... | | | 27 | 236 | | | 17 | 196 | 44 | 432 |
| Frenchmans Bay..... | 5 | 371 | 8 | 107 | 3 | 151 | 40 | 340 | 56 | 966 |
| Castine..... | 7 | 678 | 65 | 493 | | | 21 | 176 | 93 | 1,347 |
| Bangor..... | | | 1 | 12 | | | | | 1 | 12 |
| Belfast..... | 2 | 136 | 24 | 210 | | | 20 | 185 | 46 | 531 |
| Waldoboro..... | | | 31 | 232 | 1 | 33 | 52 | 518 | 84 | 783 |
| Wiscasset..... | | | 8 | 88 | | | 8 | 98 | 16 | 186 |
| Bath..... | | | 6 | 60 | | | 2 | 15 | 8 | 75 |
| Portland and Falmouth..... | 9 | 489 | 21 | 182 | 8 | 464 | 25 | 332 | 63 | 1,407 |
| Kennebunk..... | 4 | 300 | 5 | 52 | 2 | 177 | 1 | 28 | 12 | 567 |
| York..... | | | 1 | 7 | | | | | 1 | 7 |
| New Hampshire: | | | | | | | | | | |
| Portsmouth..... | | | 5 | 43 | | | | | 5 | 43 |
| Massachusetts: | | | | | | | | | | |
| Newburyport..... | | | 2 | 18 | | | | | 2 | 18 |
| Gloucester..... | 161 | 17,343 | 21 | 272 | 17 | 1,357 | 56 | 771 | 255 | 19,743 |
| Salem and Beverly..... | 5 | 323 | 7 | 89 | | | 3 | 36 | 15 | 448 |
| Marblehead..... | 5 | 158 | 5 | 48 | | | 3 | 27 | 13 | 233 |
| Boston and Charlestown..... | 80 | 7,669 | 12 | 149 | 11 | 876 | 11 | 208 | 114 | 8,902 |
| Plymouth..... | | | 3 | 21 | | | | | 3 | 21 |
| Barnstable..... | 21 | 2,259 | 39 | 236 | 5 | 152 | 108 | 908 | 173 | 3,555 |
| Nantucket..... | | | 11 | 64 | | | 5 | 71 | 16 | 135 |
| Edgartown..... | | | 2 | 11 | | | 34 | 277 | 36 | 288 |
| New Bedford..... | 6 | 395 | 2 | 13 | | | 10 | 115 | 18 | 523 |
| Rhode Island: | | | | | | | | | | |
| Providence..... | | | | | 1 | 71 | 3 | 37 | 4 | 108 |
| Bristol and Warren..... | | | 4 | 30 | | | 3 | 44 | 7 | 74 |
| Newport..... | | | 2 | 15 | 2 | 127 | 6 | 82 | 10 | 224 |
| Connecticut: | | | | | | | | | | |
| Stonington..... | 1 | 128 | 2 | 19 | 6 | 431 | 21 | 243 | 30 | 821 |
| New London..... | | | 7 | 54 | 1 | 195 | 4 | 30 | 12 | 279 |
| New Haven..... | | | 1 | 11 | | | 1 | 15 | 2 | 26 |
| New York: | | | | | | | | | | |
| Sag Harbor— | | | | | | | | | | |
| Sag Harbor..... | | | 13 | 103 | | | 1 | 10 | 14 | 113 |
| Greenport..... | 2 | 135 | 15 | 123 | 26 | 3,271 | 22 | 201 | 65 | 3,820 |
| New Jersey: | | | | | | | | | | |
| Patuxent Bay..... | | | | | | | 2 | 39 | 2 | 39 |
| California: | | | | | | | | | | |
| San Francisco..... | 4 | 1,390 | | | | | | | 4 | 1,390 |
| Alaska: | | | | | | | | | | |
| Alaska..... | | | | | | | 5 | 91 | 5 | 91 |
| Total..... | 312 | 31,774 | 353 | 3,029 | 83 | 7,305 | 484 | 5,183 | 1,232 | 47,291 |

No. 15.—NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE WHALE FISHERIES, BY PORTS, JUNE 30, 1910.

| Port. | Sailing. | | Steam. | | Total. | |
|-------------------------|----------|-------|--------|-------|--------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. |
| New Bedford, Mass..... | 20 | 4,106 | | | 20 | 4,106 |
| New London, Conn..... | 2 | 482 | | | 2 | 482 |
| San Francisco, Cal..... | 5 | 1,211 | 9 | 3,509 | 14 | 4,720 |
| Total..... | 27 | 5,799 | 9 | 3,509 | 36 | 9,308 |

No. 16.—EMPLOYMENT OF THE TONNAGE OF THE UNITED STATES, JUNE 30, 1910.

| Class. | Sailing. | | Steam. | | Canal. | | Barge. | | Total. | |
|---------------------------------|----------|-----------|--------|-----------|--------|--------|--------|---------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Registered: | | | | | | | | | | |
| Foreign trade..... | 345 | 153,078 | 488 | 553,468 | ... | ... | 657 | 75,971 | 1,490 | 782,517 |
| Whale fisheries..... | 27 | 5,799 | 9 | 3,509 | ... | ... | ... | ... | 36 | 9,308 |
| Total..... | 372 | 158,877 | 497 | 556,977 | ... | ... | 657 | 75,971 | 1,526 | 791,825 |
| Enrolled: | | | | | | | | | | |
| Coasting trade..... | 3,647 | 1,414,958 | 6,484 | 4,265,216 | 674 | 74,068 | 2,849 | 800,407 | 13,654 | 6,554,649 |
| Cod and mackerel fisheries..... | 312 | 31,774 | 83 | 7,305 | ... | ... | ... | ... | 395 | 39,079 |
| Total..... | 3,959 | 1,446,732 | 6,567 | 4,272,521 | 674 | 74,068 | 2,849 | 800,407 | 14,049 | 6,593,728 |
| Licensed: | | | | | | | | | | |
| Coasting trade..... | 4,263 | 46,835 | 4,004 | 65,680 | ... | ... | 161 | 1,802 | 9,328 | 114,317 |
| Cod and mackerel fisheries..... | 353 | 3,029 | 484 | 5,183 | ... | ... | ... | ... | 837 | 8,212 |
| Total..... | 4,616 | 49,864 | 5,388 | 70,863 | ... | ... | 161 | 1,802 | 10,165 | 122,529 |
| Grand total..... | 8,947 | 1,655,473 | 12,452 | 4,900,361 | 674 | 74,068 | 3,667 | 878,180 | 25,740 | 7,508,082 |

SUMMARY.

| | | | | | | | | | | |
|---------------------------------|-------|-----------|--------|-----------|-----|--------|-------|---------|--------|-----------|
| Foreign trade..... | 345 | 153,078 | 488 | 553,468 | ... | ... | 657 | 75,971 | 1,490 | 782,517 |
| Coasting trade..... | 7,910 | 1,461,793 | 11,388 | 4,330,896 | 674 | 74,068 | 3,010 | 802,209 | 22,982 | 6,608,966 |
| Total..... | 8,255 | 1,614,871 | 11,876 | 4,884,364 | 674 | 74,068 | 3,667 | 878,180 | 24,472 | 7,451,483 |
| Whale fisheries..... | 27 | 5,799 | 9 | 3,509 | ... | ... | ... | ... | 36 | 9,308 |
| Cod and mackerel fisheries..... | 665 | 31,803 | 567 | 12,488 | ... | ... | ... | ... | 1,232 | 47,291 |
| Total..... | 692 | 40,602 | 576 | 15,997 | ... | ... | ... | ... | 1,268 | 56,599 |
| Grand total..... | 8,947 | 1,655,473 | 12,452 | 4,900,361 | 674 | 74,068 | 3,667 | 878,180 | 25,740 | 7,508,082 |

No. 17.—DOCUMENTED TONNAGE OF THE UNITED STATES MERCHANT MARINE
1789—

| Year ended— | Foreign trade. | | Coasting trade. | | | | | | Whale fisheries. | |
|--------------------|---------------------|-----------|-------------------|-----------|---------------------------------|--------|--------|-----------|---------------------|---------|
| | Registered vessels. | | Enrolled vessels. | | Licensed vessels under 20 tons. | | Total. | | Registered vessels. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Dec. 31— | | | | | | | | | | |
| 1789. | | 123,893 | | 68,607 | | | | 68,607 | | |
| 1790. | | 346,254 | | 103,775 | | | | 103,775 | | |
| 1791. | | 363,110 | | 106,494 | | | | 106,494 | | |
| 1792. | | 411,438 | | 120,957 | | | | 120,957 | | |
| 1793. | | 367,734 | | 114,853 | | 7,218 | | 122,071 | | |
| 1794. | | 438,863 | | 145,601 | | 16,977 | | 162,578 | | |
| 1795. | | 529,471 | | 164,796 | | 19,602 | | 184,398 | | |
| 1796. | | 678,733 | | 195,424 | | 22,417 | | 217,841 | | |
| 1797. | | 597,777 | | 214,077 | | 23,320 | | 237,403 | | |
| 1798. | | 603,370 | | 227,344 | | 24,099 | | 251,443 | | |
| 1799. | | 657,142 | | 220,904 | | 25,736 | | 246,640 | | 5,055 |
| 1800. | | 637,107 | | 345,295 | | 27,197 | | 272,492 | | 2,814 |
| 1801. | | 630,558 | | 246,255 | | 28,296 | | 274,551 | | 2,349 |
| 1802. | | 557,760 | | 260,543 | | 29,080 | | 289,623 | | 2,621 |
| 1803. | | 585,910 | | 268,076 | | 30,354 | | 299,060 | | 11,247 |
| 1804. | | 660,514 | | 286,840 | | 30,607 | | 317,537 | | 12,016 |
| 1805. | | 744,224 | | 301,368 | | 31,297 | | 332,663 | | 5,117 |
| 1806. | | 798,507 | | 309,077 | | 30,563 | | 340,540 | | 9,778 |
| 1807. | | 840,163 | | 318,190 | | 30,838 | | 349,028 | | 8,144 |
| 1808. | | 765,252 | | 387,684 | | 33,135 | | 420,819 | | 3,802 |
| 1809. | | 906,855 | | 371,501 | | 33,662 | | 405,163 | | 3,204 |
| 1810. | | 981,019 | | 371,114 | | 34,233 | | 405,347 | | 3,250 |
| 1811. | | 763,697 | | 386,250 | | 34,103 | | 420,362 | | 5,245 |
| 1812. | | 758,636 | | 443,181 | | 34,791 | | 477,972 | | 1,988 |
| 1813. | | 672,700 | | 433,405 | | 37,704 | | 471,109 | | 2,153 |
| 1814. | | 674,633 | | 425,714 | | 40,445 | | 466,159 | | |
| 1815. | | 854,295 | | 435,087 | | 40,599 | | 475,666 | | |
| 1816. | | 800,700 | | 479,979 | | 42,186 | | 522,165 | | |
| 1817. | | 804,851 | | 481,458 | | 43,572 | | 525,030 | | 4,874 |
| 1818. | | 680,944 | | 503,140 | | 46,234 | | 549,374 | | 16,135 |
| 1819. | | 581,230 | | 523,556 | | 47,502 | | 571,058 | | 31,700 |
| 1820. | | 533,657 | | 539,080 | | 48,945 | | 588,025 | | 35,391 |
| 1821. | | 593,825 | | 559,439 | | 55,409 | | 614,845 | | 26,071 |
| 1822. | | 532,701 | | 573,080 | | 51,109 | | 624,189 | | 45,449 |
| 1823. | | 600,009 | | 566,409 | | 51,396 | | 617,805 | | 39,018 |
| 1824. | | 636,807 | | 589,223 | | 52,340 | | 641,563 | | 33,166 |
| 1825. | | 605,409 | | 537,273 | | 53,588 | | 640,861 | | 35,379 |
| 1826. | | 696,221 | | 606,420 | | 55,910 | | 722,330 | | 41,757 |
| 1827. | | 701,517 | | 732,938 | | 56,221 | | 789,159 | | 45,653 |
| 1828. | | 757,098 | | 787,226 | | 55,680 | | 842,906 | | 54,621 |
| 1829. | | 692,859 | | 490,468 | | 18,390 | | 508,858 | | 57,284 |
| 1830. | | 537,603 | | 496,640 | | 20,339 | | 516,979 | | 38,912 |
| 1831. | | 538,136 | | 516,086 | | 23,638 | | 539,724 | | 82,316 |
| 1832. | | 614,121 | | 624,159 | | 25,468 | | 649,627 | | 72,869 |
| 1833. | | 648,869 | | 717,423 | | 26,776 | | 744,190 | | 101,158 |
| 1834. | | 749,378 | | 755,463 | | 28,156 | | 783,619 | | 108,060 |
| Sept. 30— | | | | | | | | | | |
| 1835 (9 months)... | | 788,173 | | 799,795 | | 27,543 | | 797,338 | | 97,649 |
| 1836. | | 793,094 | | 846,116 | | 26,907 | | 873,023 | | 144,681 |
| 1837. | | 683,205 | | 927,250 | | 29,731 | | 956,981 | | 127,242 |
| 1838. | | 702,962 | | 1,008,146 | | 32,959 | | 1,041,105 | | 119,630 |
| 1839. | | 702,400 | | 1,120,311 | | 33,241 | | 1,153,552 | | 131,845 |
| 1840. | | 762,838 | | 1,144,664 | | 32,630 | | 1,170,694 | | 136,927 |
| 1841. | | 788,398 | | 1,076,036 | | 31,032 | | 1,107,068 | | 157,405 |
| 1842. | | 823,746 | | 1,018,253 | | 27,500 | | 1,045,753 | | 151,613 |
| June 30— | | | | | | | | | | |
| 1843 (9 months)... | | 856,930 | | 1,048,209 | | 27,947 | | 1,076,156 | | 152,375 |
| 1844. | | 900,471 | | 1,078,868 | | 30,747 | | 1,109,615 | | 168,294 |
| 1845. | | 904,470 | | 1,190,598 | | 32,320 | | 1,223,218 | | 190,690 |
| 1846. | | 943,807 | | 1,289,871 | | 25,706 | | 1,315,577 | | 186,080 |
| 1847. | | 1,047,454 | | 1,452,623 | | 35,978 | | 1,488,601 | | 193,859 |
| 1848. | | 1,168,707 | | 1,620,988 | | 38,329 | | 1,659,317 | | 192,180 |
| 1849. | | 1,258,756 | | 1,731,411 | | 38,066 | | 1,770,376 | | 180,180 |
| 1850. | | 1,430,694 | | 1,755,797 | | 42,028 | | 1,797,825 | | 146,017 |
| 1851. | | 1,544,663 | | 1,854,318 | | 45,058 | | 1,899,976 | | 181,644 |
| 1852. | | 1,705,650 | | 2,008,022 | | 47,851 | | 2,055,873 | | 193,798 |
| 1853. | | 1,910,471 | | 2,082,782 | | 51,476 | | 2,134,258 | | 193,203 |
| 1854. | | 2,151,918 | | 2,273,900 | | 48,214 | | 2,322,114 | | 181,901 |

a The decrease of tonnage in this year arises principally from the registered tonnage having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc.—Joseph Nourse, Register of the Treasury (American State Papers, Vol. II, p. 648).

EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE, AND THE FISHERIES, 1910.

| Whale fisheries. | | | Cod and mackerel fisheries. | | | | | | Total merchant marine. | | Year. |
|-------------------|---------|--------|-----------------------------|---------|---------------------------------|-------|--------|---------|------------------------|---------|-------|
| Enrolled vessels. | | Total. | Enrolled vessels. | | Licensed vessels under 20 tons. | | Total. | | No. | Tons. | |
| Tons. | No. | | No. | Tons. | No. | Tons. | No. | Tons. | | | |
| | | | | 9,062 | | | | 9,062 | | 201,562 | 18789 |
| | | | | 28,348 | | | | 28,348 | | 478,377 | 18790 |
| | | | | 32,542 | | | | 32,542 | | 502,146 | 18791 |
| | | | | 32,062 | | | | 32,062 | | 564,457 | 18792 |
| | | | | 28,974 | 1,985 | | | 30,959 | | 520,764 | 1793 |
| | | | | 17,408 | 5,550 | | | 23,048 | | 628,618 | 1794 |
| 4,129 | 4,129 | | | 24,887 | 0,046 | | | 30,933 | | 747,065 | 1795 |
| 3,163 | 3,163 | | | 28,509 | 6,453 | | | 34,962 | | 831,900 | 1796 |
| 2,364 | 2,364 | | | 33,406 | 7,222 | | | 40,628 | | 870,912 | 1797 |
| 1,104 | 1,104 | | | 35,477 | 7,260 | | | 42,746 | | 898,328 | 1798 |
| 763 | 763 | | | 23,933 | 0,046 | | | 29,979 | | 939,408 | 1799 |
| 592 | 5,647 | | | 22,307 | 7,120 | | | 29,427 | | 972,492 | 1800 |
| 652 | 3,490 | | | 31,280 | 8,102 | | | 39,382 | | 947,576 | 1801 |
| 730 | 3,085 | | | 32,988 | 8,534 | | | 41,522 | | 802,106 | 1802 |
| 580 | 8,201 | | | 43,416 | 8,396 | | | 51,812 | | 940,172 | 1803 |
| 1,143 | 12,390 | | | 43,088 | 8,620 | | | 52,014 | 1,042,404 | 1804 | 1804 |
| 323 | 12,339 | | | 48,479 | 8,986 | | | 57,465 | 1,140,367 | 1805 | 1805 |
| 898 | 6,015 | | | 50,853 | 8,830 | | | 59,183 | 1,208,737 | 1806 | 1806 |
| 729 | 10,507 | | | 60,690 | 9,016 | | | 70,306 | 1,208,543 | 1807 | 1807 |
| 907 | 9,051 | | | 43,598 | 8,400 | | | 51,998 | 1,242,595 | 1808 | 1808 |
| 724 | 4,526 | | | 26,110 | 8,377 | | | 34,487 | 1,350,282 | 1809 | 1809 |
| 573 | 3,777 | | | 20,251 | 8,577 | | | 34,828 | 1,424,783 | 1810 | 1810 |
| 339 | 3,589 | | | 34,361 | 8,873 | | | 43,234 | 1,232,502 | 1811 | 1811 |
| 54 | 5,299 | | | 21,822 | 8,087 | | | 30,450 | 1,209,097 | 1812 | 1812 |
| 942 | 2,930 | | | 11,255 | 8,622 | | | 19,877 | 1,166,628 | 1813 | 1813 |
| 789 | 2,942 | | | 8,863 | 8,992 | | | 17,855 | 1,150,209 | 1814 | 1814 |
| 562 | 562 | | | 26,510 | 10,427 | | | 36,937 | 1,368,128 | 1815 | 1815 |
| 1,230 | 1,230 | | | 37,879 | 10,247 | | | 48,126 | 1,372,219 | 1816 | 1816 |
| 1,168 | 1,168 | | | 53,990 | 10,817 | | | 64,807 | 1,399,912 | 1817 | 1817 |
| 350 | 5,224 | | | 58,552 | 10,555 | | | 69,107 | 1,225,185 | 1818 | 1818 |
| 615 | 16,760 | | | 65,045 | 11,033 | | | 76,078 | 1,260,752 | 1819 | 1819 |
| 686 | 32,380 | | | 60,843 | 11,197 | | | 72,040 | 1,280,167 | 1820 | 1820 |
| 1,054 | 36,445 | | | 51,352 | 10,941 | | | 62,293 | 1,298,958 | 1821 | 1821 |
| 1,024 | 27,095 | | | 58,405 | 10,821 | | | 69,226 | 1,324,009 | 1822 | 1822 |
| 8,134 | 48,583 | | | 67,041 | 11,214 | | | 78,255 | 1,336,566 | 1823 | 1823 |
| 585 | 40,503 | | | 68,239 | 9,208 | | | 77,447 | 1,369,163 | 1824 | 1824 |
| 180 | 33,346 | | | 70,626 | 10,836 | | | 81,462 | 1,423,111 | 1825 | 1825 |
| | 35,379 | | | 63,535 | 10,121 | | | 73,656 | 1,534,191 | 1826 | 1826 |
| 227 | 41,984 | | | 73,709 | 10,230 | | | 83,939 | 1,620,607 | 1827 | 1827 |
| 339 | 45,992 | | | 74,765 | 10,922 | | | 85,687 | 1,741,392 | 1828 | 1828 |
| 180 | 54,801 | | | 97,889 | 3,908 | | | 101,797 | 1,260,798 | 1829 | 1829 |
| | 57,284 | | | 94,014 | 3,515 | | | 97,529 | 1,191,776 | 1830 | 1830 |
| 793 | 39,705 | | | 103,450 | 3,739 | | | 107,189 | 1,267,846 | 1831 | 1831 |
| 481 | 82,797 | | | 99,153 | 3,303 | | | 102,456 | 1,439,450 | 1832 | 1832 |
| 377 | 73,246 | | | 107,295 | 4,152 | | | 111,447 | 1,606,151 | 1833 | 1833 |
| 478 | 101,636 | | | 113,555 | 3,931 | | | 117,486 | 1,758,907 | 1834 | 1834 |
| 364 | 103,424 | | | | | | | | | | |
| | 97,649 | | | 136,817 | 4,904 | | | 141,781 | 1,824,941 | 1835 | 1835 |
| | 146,254 | | | 104,838 | 4,803 | | | 109,731 | 1,882,102 | 1836 | 1836 |
| 1,573 | 129,137 | | | 127,363 | 5,497 | | | 127,363 | 1,896,686 | 1837 | 1837 |
| 1,895 | 129,137 | | | 120,623 | 0,090 | | | 120,713 | 1,995,640 | 1838 | 1838 |
| 5,230 | 132,285 | | | 101,151 | 7,091 | | | 108,242 | 2,096,479 | 1839 | 1839 |
| 440 | 136,927 | | | 96,196 | 8,109 | | | 104,305 | 2,180,704 | 1840 | 1840 |
| | 157,405 | | | 77,877 | 5,996 | | | 77,783 | 2,130,744 | 1841 | 1841 |
| 877 | 151,090 | | | 66,039 | 4,803 | | | 70,902 | 2,092,391 | 1842 | 1842 |
| | | | | | | | | | | | |
| 142 | 152,517 | | | 66,677 | 6,323 | | | 73,000 | 2,158,603 | 1843 | 1843 |
| 320 | 105,614 | | | 94,350 | 7,040 | | | 101,396 | 2,280,096 | 1844 | 1844 |
| 207 | 190,903 | | | 91,240 | 7,135 | | | 98,405 | 2,417,002 | 1845 | 1845 |
| 440 | 187,420 | | | 108,979 | 5,802 | | | 115,781 | 2,562,085 | 1846 | 1846 |
| | 193,859 | | | 101,629 | 7,503 | | | 109,132 | 2,839,046 | 1847 | 1847 |
| 433 | 192,613 | | | 126,210 | 7,195 | | | 133,405 | 3,154,042 | 1848 | 1848 |
| | 180,186 | | | 116,824 | 7,874 | | | 124,698 | 3,334,016 | 1849 | 1849 |
| | 140,017 | | | 143,758 | 8,160 | | | 151,918 | 3,535,454 | 1850 | 1850 |
| | 181,644 | | | 138,015 | 8,141 | | | 146,156 | 3,772,439 | 1851 | 1851 |
| | 193,798 | | | 175,205 | 7,914 | | | 183,119 | 4,138,440 | 1852 | 1852 |
| | 193,293 | | | 159,840 | 9,238 | | | 169,078 | 4,407,010 | 1853 | 1853 |
| | 181,901 | | | 137,235 | 9,734 | | | 146,969 | 4,802,902 | 1854 | 1854 |

^b Joseph Nourse, Register of the Treasury, under date of February 1, 1812, stated: "As there were not any accounts kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of 31st December, 1792, and 18th February, 1773, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

No. 17.—DOCUMENTED TONNAGE OF THE UNITED STATES MERCHANT MARINE
1789-1910—

| Year ended June 30— | Foreign trade. | | Coasting trade. | | | | | | Whale fisheries | |
|---------------------|---------------------|-----------|-------------------|-----------|--------------------------------|--------|--------|-----------|---------------------|---------|
| | Registered vessels. | | Enrolled vessels. | | Licensed vessels under 20 tons | | Total. | | Registered vessels. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1855..... | | 2,348,358 | ..... | 2,491,108 | ..... | 52,147 | ..... | 2,543,255 | ..... | 186,778 |
| 1856..... | | 2,302,100 | ..... | 2,211,935 | ..... | 35,728 | ..... | 2,247,663 | ..... | 180,213 |
| 1857..... | | 2,268,106 | ..... | 2,300,399 | ..... | 30,210 | ..... | 2,330,609 | ..... | 195,772 |
| 1858..... | | 2,301,148 | ..... | 2,361,596 | ..... | 39,624 | ..... | 2,401,220 | ..... | 198,594 |
| 1859..... | | 2,321,674 | ..... | 2,430,320 | ..... | 41,009 | ..... | 2,480,929 | ..... | 185,728 |
| 1860..... | | 2,370,396 | ..... | 2,560,319 | ..... | 45,518 | ..... | 2,611,567 | ..... | 166,841 |
| 1861..... | | 2,496,894 | ..... | 2,657,293 | ..... | 47,251 | ..... | 2,704,544 | ..... | 145,734 |
| 1862..... | | 2,173,537 | ..... | 2,578,546 | ..... | 38,170 | ..... | 2,616,716 | ..... | 117,711 |
| 1863..... | | 1,926,886 | ..... | 2,918,614 | ..... | 42,019 | ..... | 2,960,633 | ..... | 99,228 |
| 1864..... | | 1,186,749 | ..... | 3,201,227 | ..... | 41,038 | ..... | 3,245,265 | ..... | 95,145 |
| 1865..... | | 1,518,850 | ..... | 3,353,657 | ..... | 27,865 | ..... | 3,381,522 | ..... | 84,233 |
| 1866..... | | 1,387,756 | ..... | 2,689,152 | ..... | 30,169 | ..... | 2,719,921 | ..... | 105,170 |
| 1867..... | | 1,515,648 | ..... | 2,627,151 | ..... | 33,239 | ..... | 2,660,390 | ..... | 52,381 |
| 1868..... | | 1,487,246 | ..... | 2,653,401 | ..... | 3,560 | ..... | 2,702,140 | ..... | 349 |
| 1869..... | | 1,490,220 | ..... | 2,470,028 | ..... | 3,853 | ..... | 2,515,515 | ..... | 311 |
| 1870..... | | 1,448,846 | ..... | 2,595,328 | ..... | 3,800 | ..... | 2,638,217 | ..... | 299 |
| 1871..... | | 1,363,652 | ..... | 2,722,372 | ..... | 3,687 | ..... | 2,761,000 | ..... | 249 |
| 1872..... | | 1,359,040 | ..... | 2,883,906 | ..... | 4,039 | ..... | 2,929,552 | ..... | 217 |
| 1873..... | | 1,378,533 | ..... | 3,116,373 | ..... | 4,134 | ..... | 3,163,220 | ..... | 187 |
| 1874..... | | 1,399,815 | ..... | 3,245,656 | ..... | 4,401 | ..... | 3,293,439 | ..... | 162 |
| 1875..... | | 1,515,598 | ..... | 3,109,087 | ..... | 4,402 | ..... | 3,219,098 | ..... | 165 |
| 1876..... | | 1,553,705 | ..... | 2,517,490 | ..... | 4,589 | ..... | 2,568,835 | ..... | 171 |
| 1877..... | | 1,570,090 | ..... | 2,488,189 | ..... | 4,682 | ..... | 2,540,322 | ..... | 170 |
| 1878..... | | 1,589,318 | ..... | 2,441,801 | ..... | 4,710 | ..... | 2,497,170 | ..... | 162 |
| 1879..... | | 1,531,506 | ..... | 2,545,059 | ..... | 4,763 | ..... | 2,649,220 | ..... | 185 |
| 1880..... | | 1,511,402 | ..... | 2,584,418 | ..... | 4,718 | ..... | 2,657,686 | ..... | 174 |
| 1881..... | | 1,297,035 | ..... | 2,600,836 | ..... | 5,017 | ..... | 2,616,011 | ..... | 173 |
| 1882..... | | 1,250,492 | ..... | 2,740,266 | ..... | 5,086 | ..... | 2,795,776 | ..... | 146 |
| 1883..... | | 1,260,681 | ..... | 2,774,218 | ..... | 5,218 | ..... | 2,858,354 | ..... | 141 |
| 1884..... | | 1,276,072 | ..... | 2,813,019 | ..... | 5,482 | ..... | 2,884,068 | ..... | 121 |
| 1885..... | | 1,262,814 | ..... | 2,822,598 | ..... | 5,735 | ..... | 2,896,371 | ..... | 113 |
| 1886..... | | 1,088,441 | ..... | 2,895,317 | ..... | 5,839 | ..... | 2,903,252 | ..... | 104 |
| 1887..... | | 980,012 | ..... | 2,935,527 | ..... | 5,978 | ..... | 3,010,795 | ..... | 109 |
| 1888..... | | 919,302 | ..... | 3,096,212 | ..... | 6,034 | ..... | 3,172,120 | ..... | 97 |
| 1889..... | | 999,619 | ..... | 3,133,812 | ..... | 6,180 | ..... | 3,211,416 | ..... | 89 |
| 1890..... | | 928,062 | ..... | 3,330,377 | ..... | 6,258 | ..... | 3,406,435 | ..... | 76 |
| 1891..... | | 988,719 | ..... | 3,529,315 | ..... | 6,403 | ..... | 3,609,876 | ..... | 71 |
| 1892..... | | 977,621 | ..... | 3,617,700 | ..... | 6,657 | ..... | 3,700,773 | ..... | 73 |
| 1893..... | | 883,199 | ..... | 3,770,096 | ..... | 6,789 | ..... | 3,854,693 | ..... | 71 |
| 1894..... | | 899,098 | ..... | 3,611,723 | ..... | 6,787 | ..... | 3,696,276 | ..... | 71 |
| 1895..... | | 822,347 | ..... | 3,614,276 | ..... | 6,741 | ..... | 3,728,714 | ..... | 67 |
| 1896..... | | 829,833 | ..... | 3,702,393 | ..... | 6,780 | ..... | 3,790,296 | ..... | 64 |
| 1897..... | | 792,870 | ..... | 3,808,433 | ..... | 6,804 | ..... | 3,896,820 | ..... | 54 |
| 1898..... | | 726,213 | ..... | 3,873,591 | ..... | 6,930 | ..... | 3,959,702 | ..... | 52 |
| 1899..... | | 837,229 | ..... | 3,878,397 | ..... | 7,019 | ..... | 3,965,313 | ..... | 48 |
| 1900..... | | 816,795 | ..... | 4,195,876 | ..... | 7,327 | ..... | 4,286,516 | ..... | 42 |
| 1901..... | | 879,595 | ..... | 4,488,421 | ..... | 7,637 | ..... | 4,582,645 | ..... | 41 |
| 1902..... | | 873,235 | ..... | 4,761,888 | ..... | 7,873 | ..... | 4,858,714 | ..... | 30 |
| 1903..... | | 879,264 | ..... | 5,041,533 | ..... | 8,080 | ..... | 5,141,037 | ..... | 30 |
| 1904..... | | 888,628 | ..... | 5,234,807 | ..... | 8,159 | ..... | 5,335,164 | ..... | 38 |
| 1905..... | | 943,750 | ..... | 5,340,499 | ..... | 8,298 | ..... | 5,441,689 | ..... | 30 |
| 1906..... | | 1,001 | ..... | 5,670,082 | ..... | 8,428 | ..... | 5,674,044 | ..... | 40 |
| 1907..... | | 861,466 | ..... | 5,006,798 | ..... | 8,420 | ..... | 5,010,701 | ..... | 35 |
| 1908..... | | 930,413 | ..... | 6,263,209 | ..... | 8,808 | ..... | 6,371,862 | ..... | 38 |
| 1909..... | | 878,523 | ..... | 6,330,842 | ..... | 9,069 | ..... | 6,451,042 | ..... | 33 |
| 1910..... | | 782,517 | ..... | 6,554,649 | ..... | 9,328 | ..... | 6,668,986 | ..... | 36 |

EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE, AND THE FISHERIES,
Continued.

| Whale fisheries | | | Cod and mackerel fisheries | | | | | | Total merchant marine | | Year. |
|------------------|--------|---------|----------------------------|---------------------------------|-------|--------|-------|---------|-----------------------|-----------|-------|
| Enrolled vessels | Total. | | Enrolled vessels. | Licensed vessels under 20 tons. | | Total. | | | | | |
| Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | |
| 70 | | 186,818 | | 124,553 | | 8,987 | | 133,510 | | 5,212,001 | 1855 |
| 218 | | 189,161 | | 125,703 | | 6,636 | | 142,339 | | 4,871,658 | 1856 |
| 70 | | 195,812 | | 132,901 | | 7,295 | | 140,196 | | 4,940,843 | 1857 |
| | | 198,594 | | 110,490 | | 8,356 | | 148,846 | | 5,049,808 | 1858 |
| | | 185,728 | | 147,647 | | 9,000 | | 156,707 | | 5,145,038 | 1859 |
| | | 166,841 | | 153,619 | | 9,145 | | 162,764 | | 5,353,868 | 1860 |
| | | 115,734 | | 182,106 | | 10,535 | | 192,611 | | 5,539,813 | 1861 |
| | | 117,711 | | 193,159 | | 10,738 | | 201,197 | | 5,112,161 | 1862 |
| | | 99,228 | | 157,579 | | 10,730 | | 168,309 | | 5,155,056 | 1863 |
| | | 95,115 | | 118,244 | | 10,907 | | 159,241 | | 4,986,400 | 1864 |
| | | 81,233 | | 100,436 | | 12,241 | | 112,677 | | 5,096,782 | 1865 |
| | | 105,170 | | 80,386 | | 8,845 | | 98,231 | | 4,310,778 | 1866 |
| | | 52,384 | | 68,207 | | 7,858 | | 76,065 | | 4,304,487 | 1867 |
| | 319 | 75,486 | 1,467 | 74,763 | 753 | 9,121 | 2,220 | 83,887 | 28,107 | 1,351,759 | 1868 |
| | 311 | 70,202 | 1,003 | 55,165 | 621 | 7,580 | 1,714 | 62,701 | 27,187 | 4,144,641 | 1869 |
| | 299 | 67,954 | 1,561 | 82,612 | 731 | 8,848 | 2,292 | 91,460 | 28,998 | 1,216,507 | 1870 |
| | 219 | 61,400 | 1,503 | 82,902 | 803 | 9,903 | 2,426 | 92,865 | 29,651 | 4,282,607 | 1871 |
| | 217 | 51,608 | 1,186 | 87,403 | 899 | 10,144 | 2,385 | 97,517 | 31,114 | 4,437,747 | 1872 |
| | 187 | 44,755 | 1,558 | 99,542 | 895 | 9,977 | 2,453 | 109,519 | 32,672 | 4,696,027 | 1873 |
| | 162 | 39,108 | 1,230 | 68,490 | 860 | 9,800 | 2,099 | 78,290 | 32,186 | 4,800,652 | 1874 |
| | 165 | 38,229 | 1,259 | 68,703 | 929 | 11,501 | 2,188 | 80,207 | 32,285 | 4,853,732 | 1875 |
| | 171 | 39,116 | 1,383 | 77,314 | 928 | 10,488 | 2,311 | 87,802 | 25,934 | 4,270,458 | 1876 |
| | 179 | 40,593 | 1,265 | 79,678 | 1,023 | 11,107 | 2,288 | 91,055 | 25,389 | 4,212,600 | 1877 |
| | 182 | 39,700 | 1,333 | 74,560 | 1,102 | 11,987 | 2,535 | 86,547 | 25,264 | 4,212,765 | 1878 |
| | 185 | 40,028 | 1,208 | 66,513 | 1,237 | 13,312 | 2,445 | 79,885 | 25,211 | 4,169,601 | 1879 |
| | 174 | 38,108 | 1,147 | 61,935 | 1,170 | 12,093 | 2,323 | 77,638 | 25,712 | 4,098,034 | 1880 |
| | 173 | 38,551 | 1,215 | 66,305 | 905 | 9,772 | 2,120 | 76,137 | 21,065 | 4,057,734 | 1881 |
| | 146 | 32,802 | 1,119 | 67,015 | 671 | 10,818 | 2,080 | 77,863 | 21,368 | 4,165,933 | 1882 |
| | 141 | 32,414 | 1,245 | 84,322 | 1,001 | 10,716 | 2,210 | 95,038 | 24,217 | 4,285,487 | 1883 |
| | 121 | 27,210 | 1,110 | 72,059 | 961 | 10,331 | 2,101 | 82,910 | 21,082 | 4,271,229 | 1884 |
| | 113 | 25,184 | 1,089 | 73,075 | 714 | 8,590 | 1,803 | 82,565 | 23,903 | 4,265,931 | 1885 |
| | 104 | 23,138 | 1,094 | 73,445 | 618 | 7,260 | 1,739 | 80,705 | 23,534 | 4,131,136 | 1886 |
| | 100 | 20,151 | 1,033 | 73,237 | 560 | 6,310 | 1,636 | 79,547 | 23,063 | 4,105,815 | 1887 |
| | 97 | 21,482 | 908 | 69,116 | 621 | 6,866 | 1,580 | 76,012 | 23,281 | 4,191,916 | 1888 |
| | 88 | 21,076 | 922 | 67,660 | 609 | 6,793 | 1,511 | 74,164 | 23,623 | 4,307,475 | 1889 |
| | 76 | 18,633 | 840 | 61,507 | 619 | 6,860 | 1,456 | 68,367 | 23,467 | 4,424,497 | 1890 |
| | 71 | 17,231 | 836 | 61,912 | 647 | 7,021 | 1,483 | 68,933 | 23,899 | 4,631,759 | 1891 |
| | 73 | 17,052 | 815 | 61,819 | 733 | 7,052 | 1,548 | 69,472 | 21,383 | 4,704,921 | 1892 |
| | 71 | 16,604 | 806 | 62,737 | 761 | 7,838 | 1,567 | 70,575 | 21,512 | 4,825,071 | 1893 |
| | 71 | 16,482 | 802 | 63,493 | 804 | 8,080 | 1,606 | 71,573 | 23,580 | 4,684,020 | 1894 |
| | 67 | 15,839 | 767 | 60,838 | 831 | 8,222 | 1,598 | 60,060 | 22,240 | 4,635,960 | 1895 |
| | 61 | 15,121 | 749 | 60,107 | 872 | 8,523 | 1,621 | 68,030 | 22,908 | 4,703,880 | 1896 |
| | 54 | 12,714 | 724 | 58,103 | 877 | 8,507 | 1,601 | 66,610 | 22,633 | 4,769,020 | 1897 |
| | 52 | 11,406 | 571 | 43,966 | 908 | 8,331 | 1,470 | 52,327 | 22,705 | 4,749,738 | 1898 |
| | 48 | 11,017 | 545 | 42,901 | 872 | 7,778 | 1,417 | 50,679 | 22,725 | 4,864,238 | 1899 |
| | 42 | 9,899 | 545 | 43,091 | 890 | 7,935 | 1,435 | 51,629 | 23,333 | 5,164,830 | 1900 |
| | 41 | 9,334 | 539 | 44,074 | 922 | 8,370 | 1,461 | 52,144 | 24,057 | 5,524,218 | 1901 |
| | 36 | 9,320 | 572 | 47,807 | 959 | 8,826 | 1,531 | 56,638 | 24,278 | 5,797,902 | 1902 |
| | 36 | 9,512 | 575 | 48,963 | 934 | 8,569 | 1,509 | 57,532 | 24,425 | 6,087,345 | 1903 |
| | 38 | 10,140 | 567 | 48,982 | 928 | 8,621 | 1,495 | 57,603 | 24,558 | 6,291,535 | 1904 |
| | 39 | 10,703 | 566 | 51,303 | 955 | 9,039 | 1,521 | 60,342 | 24,681 | 6,456,543 | 1905 |
| | 40 | 11,020 | 560 | 52,251 | 960 | 9,188 | 1,520 | 61,439 | 25,006 | 6,674,909 | 1906 |
| | 35 | 9,680 | 503 | 47,908 | 947 | 9,139 | 1,450 | 57,047 | 24,911 | 6,938,791 | 1907 |
| | 38 | 9,655 | 472 | 44,730 | 911 | 8,785 | 1,383 | 53,515 | 25,425 | 7,365,445 | 1908 |
| | 33 | 8,982 | 432 | 41,211 | 914 | 8,997 | 1,346 | 50,208 | 25,688 | 7,388,755 | 1909 |
| | 36 | 9,308 | 395 | 39,079 | 837 | 8,212 | 1,232 | 47,291 | 25,740 | 7,508,082 | 1910 |

No. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910, BY CUSTOMS DISTRICTS.

[This table does not include yachts nor boats and lighters, decked and not masted, employed within the harbor of any town or city; nor canal boats and barges, without sails or internal motive power of their own, employed wholly upon canals or the internal waters of a State; nor barges or boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers; nor boats under 5 tons net.]

| States and customs districts in which built | Sailing vessels. | | Steam vessels. | | Canal boats | | Barges. | | Total. | |
|---|------------------|-------|----------------|--------|-------------|-------|---------|--------|--------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS | | | | | | | | | | |
| Maine: | | | | | | | | | | |
| Passamaquoddy..... | 1 | 13 | 4 | 74 | | | | | 5 | 87 |
| Machias..... | 1 | 650 | 2 | 24 | | | | | 3 | 674 |
| Frenchmans Bay..... | 1 | 50 | | | | | | | 1 | 50 |
| Castine..... | | | 1 | 11 | | | | | 1 | 11 |
| Belfast..... | 1 | 512 | 3 | 29 | | | | | 4 | 571 |
| Waldoboro..... | 1 | 772 | 14 | 257 | | | | | 15 | 1,029 |
| Wiscasset..... | 1 | 16 | 3 | 34 | | | | | 4 | 50 |
| Bath..... | 3 | 5,299 | 2 | 292 | | | 2 | 32 | 7 | 5,623 |
| Portland and Falmouth..... | | | 3 | 30 | | | 1 | 177 | 4 | 207 |
| Kennebunk..... | | | | | | | 1 | 140 | 1 | 140 |
| Massachusetts: | | | | | | | | | | |
| Gloucester..... | 8 | 1,036 | 1 | 30 | | | | | 9 | 1,066 |
| Marblehead..... | | | 1 | 8 | | | | | 1 | 8 |
| Boston and Charlestown..... | 3 | 1,574 | 14 | 4,334 | | | 1 | 265 | 18 | 6,173 |
| Barnstable..... | 1 | 9 | 6 | 41 | | | | | 7 | 50 |
| Edgartown..... | | | 1 | 12 | | | | | 1 | 12 |
| Fall River..... | | | 1 | 7 | | | | | 1 | 7 |
| Rhode Island: | | | | | | | | | | |
| Providence..... | | | 1 | 0 | | | | | 1 | 6 |
| Bristol and Warren..... | | | 2 | 27 | | | | | 2 | 27 |
| Newport..... | | | 3 | 34 | | | | | 3 | 34 |
| Connecticut: | | | | | | | | | | |
| Stonington..... | 2 | 1,694 | 2 | 959 | | | 1 | 365 | 5 | 3,008 |
| New London..... | 1 | 601 | 1 | 9 | | | | | 2 | 610 |
| Hartford..... | | | 2 | 19 | | | 10 | 3,879 | 12 | 3,898 |
| New Haven..... | | | 1 | 15 | | | | | 1 | 15 |
| Bridgeport..... | | | 3 | 80 | | | | | 3 | 80 |
| New York: | | | | | | | | | | |
| New York..... | 4 | 1,310 | 57 | 7,118 | 10 | 1,804 | 55 | 16,581 | 132 | 26,816 |
| New Jersey: | | | | | | | | | | |
| Newark..... | | | 1 | 5 | | | | | 1 | 5 |
| Perth Amboy..... | | | 2 | 129 | | | 8 | 1,800 | 10 | 1,935 |
| Little Egg Harbor..... | | | 2 | 18 | | | | | 2 | 18 |
| Great Egg Harbor..... | 2 | 14 | 21 | 212 | | | | | 23 | 226 |
| Bridgeport..... | 7 | 165 | 3 | 33 | | | | | 10 | 198 |
| Pennsylvania: | | | | | | | | | | |
| Philadelphia..... | 1 | 1,290 | 12 | 9,286 | | | 4 | 3,391 | 17 | 13,967 |
| Delaware: | | | | | | | | | | |
| Delaware..... | 2 | 118 | 9 | 5,231 | | | 1 | 132 | 12 | 5,481 |
| Maryland: | | | | | | | | | | |
| Baltimore..... | 4 | 1,780 | 12 | 27,833 | | | 7 | 2,609 | 23 | 32,291 |
| Annapolis..... | 2 | 81 | 1 | 8 | | | | | 3 | 89 |
| Eastern Maryland..... | 8 | 915 | 12 | 142 | | | 2 | 512 | 22 | 1,569 |
| District of Columbia: | | | | | | | | | | |
| Georgetown..... | | | 1 | 20 | | | | | 1 | 20 |
| Virginia: | | | | | | | | | | |
| Tappahannock..... | | | 1 | 15 | | | | | 1 | 15 |
| Newport News..... | 1 | 19 | 9 | 34,925 | | | 3 | 2,300 | 13 | 37,253 |
| Norfolk and Portsmouth..... | 1 | 10 | 4 | 54 | | | 1 | 353 | 6 | 417 |
| Cherrystone..... | 3 | 21 | 6 | 60 | | | | | 9 | 81 |
| North Carolina: | | | | | | | | | | |
| Albemarle..... | 1 | 7 | 2 | 12 | | | | | 3 | 19 |
| Pamlico..... | 1 | 6 | 5 | 61 | | | | | 6 | 67 |
| Beaufort..... | | | 4 | 87 | | | 1 | 54 | 5 | 141 |
| Wilmington..... | 1 | 14 | 2 | 51 | | | | | 3 | 65 |
| South Carolina: | | | | | | | | | | |
| Georgetown..... | | | 5 | 39 | | | | | 5 | 39 |
| Charleston..... | | | 6 | 108 | | | | | 6 | 108 |
| Beaufort..... | | | 2 | 20 | | | | | 2 | 20 |
| Georgia: | | | | | | | | | | |
| Savannah..... | 1 | 8 | 4 | 117 | | | | | 5 | 125 |
| Brunswick..... | 2 | 32 | 10 | 222 | | | | | 12 | 254 |
| St. Marys..... | | | 1 | 6 | | | | | 1 | 6 |
| Florida: | | | | | | | | | | |
| Jacksonville..... | 1 | 9 | 16 | 214 | | | | | 17 | 223 |
| St. Augustine..... | 2 | 16 | 8 | 79 | | | | | 10 | 95 |
| Key West..... | 1 | 27 | 8 | 132 | | | | | 9 | 159 |

NO. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910, BY CUSTOMS DISTRICTS—Continued.

| States and customs districts in which built | Sailing vessels. | | Steam vessels | | Canal boats | | Barges | | Total. | |
|---|------------------|--------|---------------|---------|-------------|-------|--------|--------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS—continued. | | | | | | | | | | |
| Florida—Continued. | | | | | | | | | | |
| Tampa..... | 14 | 152 | 4 | 42 | | | | | 18 | 194 |
| St. Marks..... | | | 1 | 22 | | | 2 | 77 | 3 | 99 |
| Apalachicola..... | 1 | 7 | 2 | 13 | | | | | 3 | 20 |
| Pensacola..... | 1 | 55 | 3 | 130 | | | | | 4 | 185 |
| Alabama: | | | | | | | | | | |
| Mobile..... | | | 5 | 62 | | | 3 | 444 | 8 | 506 |
| Mississippi: | | | | | | | | | | |
| Pearl River..... | 9 | 638 | 7 | 100 | | | | | 16 | 738 |
| Louisiana: | | | | | | | | | | |
| New Orleans..... | 1 | 9 | 2 | 36 | | | 1 | 171 | 4 | 216 |
| Teche..... | 1 | 8 | 12 | 314 | | | 7 | 2,307 | 20 | 2,689 |
| Texas: | | | | | | | | | | |
| Sabine..... | 1 | 8 | 7 | 72 | | | 2 | 277 | 10 | 357 |
| Galveston..... | 1 | 12 | 12 | 151 | | | 2 | 319 | 15 | 482 |
| Salina..... | 10 | 70 | 5 | 54 | | | 2 | 49 | 17 | 172 |
| Corpus Christi..... | 2 | 18 | 1 | 8 | | | | | 3 | 26 |
| Total Atlantic and Gulf coasts..... | 110 | 19,081 | 358 | 93,578 | 16 | 1,081 | 117 | 36,362 | 601 | 150,828 |
| PORTO RICO. | | | | | | | | | | |
| Porto Rico: | | | | | | | | | | |
| Porto Rico..... | 5 | 29 | 2 | 102 | | | | | 7 | 131 |
| PACIFIC COAST. | | | | | | | | | | |
| California: | | | | | | | | | | |
| San Diego..... | 3 | 104 | 1 | 13 | | | | | 4 | 117 |
| Los Angeles..... | | | 6 | 216 | | | | | 6 | 216 |
| San Francisco..... | 1 | 32 | 64 | 4,752 | | | | | 65 | 4,784 |
| Humboldt..... | | | 3 | 1,277 | | | | | 3 | 1,277 |
| Oregon: | | | | | | | | | | |
| Coos Bay..... | | | 6 | 231 | | | 1 | 934 | 7 | 1,165 |
| Yacquina..... | | | 2 | 75 | | | | | 2 | 75 |
| Astoria..... | | | 13 | 170 | | | | | 13 | 170 |
| Portland..... | 1 | 16 | 10 | 1,279 | | | | | 11 | 1,295 |
| Washington: | | | | | | | | | | |
| Puget Sound..... | 2 | 28 | 102 | 1,037 | | | 46 | 5,203 | 150 | 7,168 |
| Alaska: | | | | | | | | | | |
| Alaska..... | 4 | 57 | 9 | 431 | | | 5 | 115 | 18 | 603 |
| Total Pacific coast..... | 11 | 237 | 216 | 10,381 | | | 52 | 6,252 | 279 | 16,870 |
| NORTHERN LAKES. | | | | | | | | | | |
| New York: | | | | | | | | | | |
| Champlain..... | | | | | 14 | 1,703 | | | 14 | 1,703 |
| Cape Vincent..... | | | 2 | 17 | | | 3 | 185 | 5 | 202 |
| Oswego..... | | | | | 2 | 227 | | | 2 | 227 |
| Genesee..... | | | 6 | 50 | | | | | 6 | 50 |
| Niagara..... | | | 1 | 7 | 1 | 114 | | | 2 | 121 |
| Buffalo Creek..... | | | 10 | 2,226 | 17 | 1,872 | 7 | 2,606 | 34 | 6,704 |
| Pennsylvania: | | | | | | | | | | |
| Erie..... | | | 4 | 107 | | | | | 4 | 107 |
| Ohio: | | | | | | | | | | |
| Cuyahoga..... | | | 23 | 79,508 | | | 2 | 366 | 25 | 79,874 |
| Sandusky..... | | | 1 | 14 | | | | | 1 | 14 |
| Miami..... | | | 6 | 8,892 | | | 11 | 2,175 | 17 | 11,067 |
| Michigan: | | | | | | | | | | |
| Detroit..... | | | 12 | 37,359 | | | 9 | 2,261 | 21 | 39,620 |
| Huron..... | | | 6 | 9,908 | | | 1 | 44 | 7 | 10,012 |
| Superior..... | | | 6 | 81 | | | 1 | 323 | 7 | 404 |
| Michigan..... | | | 53 | 1,315 | | | 2 | 871 | 57 | 2,186 |
| Illinois: | | | | | | | | | | |
| Chicago..... | | | 4 | 277 | | | 2 | 531 | 6 | 808 |
| Wisconsin: | | | | | | | | | | |
| Milwaukee..... | | | 51 | 9,252 | | | 20 | 6,150 | 71 | 15,402 |
| Minnesota: | | | | | | | | | | |
| Duluth..... | | | 1 | 14 | | | 1 | 230 | 2 | 244 |
| Total northern lakes..... | | | 188 | 140,093 | 34 | 3,916 | 59 | 15,742 | 281 | 168,751 |

* Seagoing vessels; for vessels in river trade, see p. 216.

No. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910, BY CUSTOMS DISTRICTS—Continued.

| States and customs districts in which built. | Sailing vessels. | | Steam vessels. | | Canal boats. | | Barges. | | Total. | |
|--|------------------|-------|----------------|-------|--------------|-------|---------|-------|--------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| WESTERN RIVERS. | | | | | | | | | | |
| Louisiana: | | | | | | | | | | |
| New Orleans ^a | | | 9 | 163 | | | | | 9 | 163 |
| Mississippi: | | | | | | | | | | |
| Vicksburg..... | | | 7 | 106 | | | | | 7 | 106 |
| Tennessee: | | | | | | | | | | |
| Memphis ^b | | | 27 | 624 | | | | | 27 | 624 |
| Nashville ^b | | | 4 | 130 | | | | | 4 | 130 |
| Chattanooga ^b | | | 10 | 233 | | | 11 | 215 | 21 | 508 |
| Kentucky: | | | | | | | | | | |
| Paducah ^b | 1 | 8 | 7 | 232 | | | | | 8 | 240 |
| Louisville ^b | | | 13 | 915 | | | | | 13 | 915 |
| Missouri: | | | | | | | | | | |
| St. Louis ^b | | | 10 | 115 | | | | | 10 | 115 |
| Kansas City ^b | | | 3 | 80 | | | | | 3 | 80 |
| North Dakota: | | | | | | | | | | |
| North and South Dakota..... | | | | | | | 1 | 73 | 1 | 73 |
| Montana: | | | | | | | | | | |
| Montana and Idaho..... | | | 1 | 30 | | | | | 1 | 30 |
| Iowa: | | | | | | | | | | |
| Burlington ^b | | | 3 | 29 | | | 4 | 46 | 7 | 75 |
| Dubuque ^b | | | 3 | 112 | | | | | 3 | 112 |
| Minnesota: | | | | | | | | | | |
| Minnesota..... | | | 7 | 394 | | | | | 7 | 394 |
| Wisconsin: | | | | | | | | | | |
| La Crosse ^b | | | 1 | 6 | | | | | 1 | 6 |
| Illinois: | | | | | | | | | | |
| Chicago— | | | | | | | | | | |
| Rock Island..... | | | 13 | 144 | | | | | 13 | 144 |
| Peoria..... | | | 2 | 22 | | | | | 2 | 22 |
| Indiana: | | | | | | | | | | |
| Evansville ^b | | | 22 | 241 | | | | | 22 | 241 |
| Ohio: | | | | | | | | | | |
| Cincinnati ^b | | | 11 | 116 | | | | | 11 | 116 |
| West Virginia: | | | | | | | | | | |
| Wheeling ^b | | | 19 | 1,087 | | | 4 | 307 | 23 | 1,394 |
| Total western rivers..... | 1 | 8 | 172 | 4,839 | | | 20 | 611 | 193 | 5,488 |

SUMMARY.

| | | | | | | | | | | |
|-------------------------------|-----|--------|-----|---------|----|-------|-----|--------|-------|---------|
| Atlantic and Gulf coasts..... | 110 | 19,084 | 358 | 93,578 | 10 | 1,804 | 117 | 36,362 | 601 | 150,828 |
| Porto Rico..... | 5 | 29 | 2 | 102 | | | | | 7 | 131 |
| Pacific coast..... | 11 | 237 | 216 | 10,381 | | | 52 | 6,252 | 279 | 16,870 |
| Northern lakes..... | | | 188 | 149,093 | 34 | 3,916 | 59 | 15,742 | 281 | 168,751 |
| Western rivers..... | 1 | 8 | 172 | 4,839 | | | 20 | 611 | 193 | 5,488 |
| Grand total..... | 127 | 19,358 | 936 | 257,993 | 50 | 5,720 | 248 | 58,997 | 1,361 | 312,068 |

^a Vessels in river trade only; for seagoing vessels, see p. 215.

^b A port in the customs district of New Orleans.

NO. 19.—CLASS, NUMBER, AND GROSS TONNAGE OF SAILING VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910.

| Geographical distribution | Brigantines | | Schooners | | Sloops | | Total. | |
|------------------------------------|-------------|-------|-----------|--------|--------|-------|--------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Atlantic and Gulf coasts | 1 | 193 | 73 | 18,050 | 39 | 835 | 110 | 19,084 |
| Porto Rico | | | | | 5 | 20 | 5 | 20 |
| Pacific coast | | | 0 | 208 | 2 | 20 | 11 | 237 |
| Western rivers | | | | | 1 | 8 | 1 | 8 |
| Total | 1 | 193 | 82 | 18,261 | 44 | 901 | 127 | 19,358 |

NO. 20.—CLASS, NUMBER, AND GROSS TONNAGE OF STEAM VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910

| Geographical distribution. | River | | | | | | Lake | | Ocean | | Total | |
|-------------------------------|-------------|-------|-------------|-------|-------|--------|--------|---------|-------|--------|-------|---------|
| | Side-wheel. | | Stern-wheel | | Screw | | Screw. | | Screw | | | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Atlantic and Gulf coasts..... | 2 | 3,800 | 8 | 382 | 332 | 13,085 | .. | .. | 16 | 70,311 | 358 | 93,578 |
| Porto Rico..... | .. | .. | .. | .. | 2 | 102 | .. | .. | .. | .. | 2 | 102 |
| Pacific coast..... | .. | .. | 15 | 2,828 | 198 | 4,095 | .. | .. | 3 | 3,468 | 216 | 10,351 |
| Northern lakes..... | .. | .. | 1 | 181 | 150 | 5,518 | 28 | 143,391 | .. | .. | 188 | 149,093 |
| Western rivers..... | 1 | 191 | 110 | 4,010 | 58 | 620 | .. | .. | .. | .. | 172 | 1,830 |
| Total..... | 6 | 3,991 | 134 | 7,413 | 749 | 23,429 | 28 | 143,391 | 19 | 79,769 | 986 | 257,993 |

NO. 21.—CLASS, NUMBER, AND GROSS TONNAGE OF STEEL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1910

| Port. | Sail | | Steam. | | Barge. | | Total | |
|-----------------------------|------|-------|--------|---------|--------|--------|-------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Boston, Mass. | 2 | 736 | 2 | 4,079 | 1 | 265 | 5 | 5,080 |
| New York, N. Y. | 1 | 607 | 7 | 4,207 | 1 | 432 | 9 | 5,246 |
| Philadelphia, Pa. | 1 | 1,290 | 7 | 9,103 | 3 | 3,193 | 11 | 13,675 |
| Wilmington, Del. | | | 3 | 4,780 | | | 3 | 4,780 |
| Baltimore, Md. | 1 | 1,031 | 8 | 27,770 | | | 9 | 28,801 |
| Newport News, Va. | | | 7 | 34,901 | 3 | 2,309 | 10 | 37,210 |
| San Juan, P. R. | | | 1 | 62 | | | 1 | 62 |
| Memphis, Tenn. | | | 3 | 30 | | | 3 | 30 |
| Dubuque, Iowa. | | | 1 | 89 | | | 1 | 89 |
| Buffalo, N. Y. | | | 7 | 1,941 | 3 | 2,190 | 10 | 4,131 |
| Cleveland, Ohio. | | | 19 | 79,442 | | | 19 | 79,442 |
| Toledo, Ohio. | | | 3 | 8,727 | | | 3 | 8,727 |
| Detroit, Mich. | | | 9 | 37,275 | 1 | 316 | 10 | 37,591 |
| Port Huron, Mich. | | | 2 | 9,926 | | | 2 | 9,926 |
| Grand Haven, Mich. | | | 6 | 823 | 2 | 871 | 8 | 1,694 |
| Milwaukee, Wis. | | | 2 | 8,549 | 5 | 2,361 | 7 | 10,910 |
| San Francisco, Cal. | 1 | 32 | 6 | 2,951 | | | 7 | 2,983 |
| Portland, Oreg. | | | 1 | 214 | | | 1 | 214 |
| Total | 6 | 3,690 | 94 | 231,988 | 10 | 11,937 | 119 | 250,621 |

No. 22.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1797-1910.

| Year ended— | Sailing vessels. | | | | Steam vessels. | | | | Canal boats. | | Barges. | | Grand total. | | Year. |
|-------------------|------------------------|--------|-------------|----------------------|-----------------------|--------------------------|-------------|-------------|--------------|-------------|----------|-------------|--------------|-------------|-------|
| | Ships, barks, and bks. | Brigs. | Schoon-ers. | Sloops. ^a | Num-ber. ^a | Gross tons. ^a | Side-wheel. | Pro-PELLER. | Num-ber. | Gross tons. | Num-ber. | Gross tons. | Num-ber. | Gross tons. | |
| Dec. 31— | | | | | | | | | | | | | | | |
| 1797 | 34 | 53 | 401 | 147 | 635 | 56,679 | | | | | | | 635 | 56,679 | 1797 |
| 1798 | 87 | 121 | 382 | 167 | 757 | 49,435 | | | | | | | 757 | 49,435 | 1798 |
| 1799 | 128 | 176 | 487 | 204 | 995 | 106,261 | | | | | | | 995 | 106,261 | 1799 |
| 1800 | | | | | | | | | | | | | | | 1800 |
| 1801 | | | | | | | | | | | | | | | 1801 |
| 1802 ^b | | | | | | | | | | | | | | | 1802 |
| 1803 | | | | | | | | | | | | | | | 1803 |
| 1804 | | | | | | | | | | | | | | | 1804 |
| 1805 | | | | | | | | | | | | | | | 1805 |
| 1806 | | | | | | | | | | | | | | | 1806 |
| 1807 | | | | | | | | | | | | | | | 1807 |
| 1808 | | | | | | | | | | | | | | | 1808 |
| 1809 | | | | | | | | | | | | | | | 1809 |
| 1810 | | | | | | | | | | | | | | | 1810 |
| 1811 | | | | | | | | | | | | | | | 1811 |
| 1812 | 3 | 21 | 312 | 128 | 364 | 84,691 | | | 1 | 157 | | | 371 | 85,198 | 1812 |
| 1813 | 3 | 11 | 312 | 162 | 488 | 81,153 | | | 2 | 1,430 | | | 490 | 82,583 | 1813 |
| 1814 | 136 | 224 | 680 | 284 | 1,324 | 154,694 | | | 5 | 2,713 | | | 1,329 | 157,407 | 1814 |
| 1815 | 76 | 138 | 531 | 424 | 1,119 | 131,657 | | | 17 | 3,519 | | | 1,431 | 135,176 | 1815 |
| 1816 | 34 | 80 | 531 | 394 | 1,077 | 88,392 | | | 10 | 1,823 | | | 1,087 | 90,215 | 1816 |
| 1817 | 53 | 85 | 438 | 322 | 898 | 82,921 | | | 23 | 7,025 | | | 1,087 | 89,946 | 1817 |
| 1818 | 53 | 82 | 473 | 240 | 848 | 79,379 | | | 28 | 7,204 | | | 1,087 | 86,583 | 1818 |
| 1819 | 43 | 60 | 301 | 132 | 535 | 47,731 | | | 12 | 3,610 | | | 577 | 51,341 | 1819 |
| 1820 | 43 | 89 | 248 | 177 | 557 | 55,596 | | | 16 | 2,222 | | | 630 | 57,818 | 1820 |
| 1821 | 64 | 131 | 200 | 108 | 503 | 73,547 | | | 33 | 3,099 | | | 630 | 76,647 | 1821 |
| 1822 | 55 | 127 | 200 | 169 | 551 | 72,735 | | | 33 | 3,099 | | | 630 | 75,834 | 1822 |
| 1823 | 56 | 156 | 277 | 166 | 755 | 86,832 | | | 35 | 6,846 | | | 783 | 93,678 | 1823 |
| 1824 | 56 | 156 | 277 | 166 | 755 | 109,547 | | | 41 | 6,817 | | | 1,000 | 116,364 | 1824 |
| 1825 | 56 | 157 | 277 | 168 | 759 | 115,091 | | | 41 | 12,279 | | | 1,000 | 127,373 | 1825 |
| 1826 | 58 | 137 | 442 | 227 | 867 | 97,475 | | | 32 | 8,831 | | | 1,033 | 106,304 | 1826 |
| 1827 | 58 | 135 | 442 | 242 | 899 | 97,475 | | | 34 | 6,085 | | | 951 | 103,560 | 1827 |
| 1828 | 73 | 108 | 474 | 197 | 882 | 92,879 | | | 34 | 11,192 | | | 986 | 104,066 | 1828 |
| 1829 | 44 | 108 | 464 | 145 | 741 | 68,216 | | | 35 | 5,335 | | | 948 | 73,551 | 1829 |
| 1830 | 25 | 56 | 403 | 116 | 600 | 51,401 | | | 35 | 7,069 | | | 948 | 58,460 | 1830 |
| 1831 | 72 | 95 | 416 | 94 | 677 | 80,231 | | | 35 | 5,335 | | | 712 | 85,566 | 1831 |
| 1832 | 132 | 143 | 568 | 122 | 965 | 126,143 | | | 100 | 15,401 | | | 1,065 | 141,544 | 1832 |
| 1833 | 144 | 169 | 621 | 181 | 1,122 | 150,738 | | | 65 | 10,734 | | | 1,187 | 161,472 | 1833 |
| 1834 | 98 | 94 | 497 | 180 | 869 | 105,332 | | | 28 | 13,057 | | | 957 | 118,389 | 1834 |
| Sept. 30— | | | | | | | | | | | | | | | |
| 1835 | 43 | 55 | 331 | 164 | 533 | 64,338 | | | 72 | 10,769 | | | 726 | 75,107 | 1835 |
| 1836 | 93 | 63 | 444 | 164 | 766 | 92,046 | | | 145 | 23,214 | | | 911 | 115,320 | 1836 |

[illegible]

b No record.

z Including canal boats and barges prior to 1868,

No. 22.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1797-1910—Continued.

| Year ended June 30— | Sailing vessels. | | | | | Steam vessels. | | | | Canal boats. | | Barges. | | Total. | | Year. | |
|---------------------|--------------------------|--------|-------------|---------|----------|----------------|-------------|--------------|-------------|--------------|-------------|----------|-------------|----------|-------------|-------|---------|
| | Ships, barks, and brigs. | Brigs. | Schoon-ers. | Sloops. | Num-ber. | Gross tons. | Side-wheel. | Stern-wheel. | Pro-peller. | Num-ber. | Gross tons. | Num-ber. | Gross tons. | Num-ber. | Gross tons. | | |
| 1896 | 8 | 1 | 276 | 120 | 405 | 41,237 | 13 | 80 | 142 | 240 | 44,645 | 23 | 2,979 | 47 | 6,770 | 715 | 95,453 |
| 1897 | 7 | 1 | 258 | 181 | 447 | 34,633 | 24 | 69 | 206 | 249 | 160,074 | 36 | 4,180 | 121 | 23,227 | 844 | 150,450 |
| 1898 | 4 | 0 | 275 | 144 | 423 | 48,580 | 33 | 84 | 313 | 430 | 142,006 | 40 | 4,263 | 121 | 23,227 | 1,014 | 218,086 |
| 1899 | 7 | 1 | 296 | 192 | 489 | 50,570 | 26 | 87 | 325 | 440 | 159,318 | 55 | 9,482 | 60 | 11,794 | 1,077 | 231,134 |
| 1900 | 10 | 0 | 347 | 148 | 505 | 102,573 | 20 | 99 | 285 | 410 | 139,045 | 40 | 4,346 | 96 | 27,693 | 1,051 | 294,122 |
| 1901 | 13 | 1 | 447 | 272 | 733 | 144,290 | 23 | 105 | 319 | 485 | 185,037 | 57 | 7,059 | 109 | 32,916 | 1,384 | 369,302 |
| 1902 | 8 | 0 | 423 | 415 | 846 | 83,217 | 26 | 111 | 307 | 438 | 92,331 | 57 | 4,580 | 74 | 19,305 | 1,345 | 190,633 |
| 1903 | 8 | 1 | 363 | 181 | 463 | 49,348 | 19 | 93 | 268 | 350 | 134,308 | 25 | 3,791 | 55 | 8,126 | 956 | 211,630 |
| 1904 | 3 | 0 | 253 | 221 | 477 | 37,827 | 17 | 70 | 161 | 248 | 83,720 | 14 | 1,522 | 54 | 8,126 | 838 | 131,165 |
| 1905 | 3 | 0 | 208 | 208 | 397 | 34,960 | 17 | 70 | 161 | 248 | 83,720 | 14 | 1,522 | 54 | 8,126 | 838 | 131,165 |
| 1906 | 2 | 0 | 215 | 152 | 369 | 65,296 | 25 | 84 | 177 | 256 | 138,028 | 13 | 1,225 | 62 | 24,327 | 723 | 227,096 |
| 1907 | 1 | 0 | 177 | 177 | 338 | 64,308 | 20 | 88 | 180 | 238 | 106,153 | 70 | 10,216 | 106 | 31,382 | 891 | 232,282 |
| 1897 | 1 | 0 | 159 | 199 | 353 | 34,416 | 15 | 150 | 209 | 304 | 105,838 | 20 | 2,386 | 173 | 21,496 | 682 | 180,468 |
| 1898 | 3 | 0 | 223 | 194 | 420 | 98,073 | 14 | 182 | 243 | 430 | 151,055 | 13 | 1,411 | 173 | 21,496 | 1,273 | 300,038 |
| 1899 | 4 | 0 | 281 | 219 | 504 | 116,400 | 13 | 117 | 289 | 422 | 202,525 | 38 | 4,402 | 483 | 70,310 | 1,447 | 393,790 |
| 1900 | 6 | 0 | 259 | 261 | 526 | 126,145 | 21 | 131 | 354 | 546 | 273,591 | 79 | 9,078 | 493 | 70,310 | 1,550 | 493,459 |
| 1901 | 9 | 0 | 316 | 169 | 470 | 89,979 | 27 | 137 | 415 | 579 | 308,176 | 44 | 4,539 | 257 | 58,417 | 1,491 | 408,531 |
| 1902 | 3 | 0 | 298 | 167 | 439 | 64,908 | 13 | 161 | 430 | 613 | 255,744 | 19 | 2,215 | 271 | 77,177 | 1,311 | 378,542 |
| 1903 | 3 | 0 | 293 | 127 | 330 | 64,908 | 13 | 161 | 430 | 613 | 255,744 | 19 | 2,215 | 271 | 77,177 | 1,311 | 378,542 |
| 1904 | 0 | 0 | 195 | 115 | 310 | 79,418 | 16 | 144 | 386 | 546 | 197,702 | 25 | 3,248 | 216 | 55,137 | 1,184 | 330,316 |
| 1905 | 0 | 0 | 154 | 75 | 229 | 35,203 | 10 | 144 | 386 | 546 | 197,702 | 25 | 3,248 | 216 | 55,137 | 1,184 | 330,316 |
| 1906 | 0 | 0 | 66 | 66 | 147 | 24,907 | 16 | 147 | 457 | 674 | 335,405 | 30 | 3,852 | 202 | 38,997 | 1,221 | 418,745 |
| 1907 | 0 | 0 | 81 | 81 | 147 | 24,907 | 15 | 149 | 510 | 674 | 335,405 | 30 | 3,852 | 202 | 38,997 | 1,221 | 418,745 |
| 1908 | 0 | 0 | 76 | 58 | 134 | 31,981 | 12 | 193 | 718 | 923 | 431,624 | 46 | 4,970 | 274 | 74,443 | 1,457 | 614,216 |
| 1909 | 0 | 0 | 141 | 60 | 141 | 28,950 | 12 | 167 | 642 | 821 | 148,208 | 21 | 2,282 | 264 | 95,641 | 1,547 | 238,680 |
| 1910 | 0 | 1 | 82 | 44 | 127 | 19,355 | 6 | 134 | 796 | 946 | 257,943 | 59 | 5,720 | 246 | 58,997 | 1,361 | 342,008 |

For a separate report of metal vessels built, see Statement No. 24.

No. 23.—NUMBER AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1857-1910.

| Year ended June 30— | New England coast. | | Middle Atlantic and Gulf coasts. | | Pacific coast. | | Total seaboard. | | Northern lakes. | | Western rivers. | | Total United States. | | Year. |
|---------------------|--------------------|---------|----------------------------------|---------|----------------|--------|-----------------|--------|-----------------|---------|-----------------|--------|----------------------|---------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | |
| 1857 | 412 | 183,685 | 100,583 | 1,185 | 12 | 1,185 | 255,453 | 51,498 | ..... | ..... | ..... | 35,659 | 1,434 | 378,805 | 1857 |
| 1858 | 321 | 103,802 | 71,426 | 2,124 | 18 | 2,124 | 177,412 | 31,642 | ..... | ..... | ..... | 41,654 | 1,225 | 244,713 | 1858 |
| 1859 | 247 | 79,322 | 51,916 | 2,056 | 24 | 2,056 | 133,294 | 6,180 | ..... | ..... | ..... | 32,970 | 1,870 | 156,602 | 1859 |
| 1860 | 348 | 134,289 | 33,524 | 2,023 | 30 | 2,023 | 169,836 | 11,992 | ..... | ..... | ..... | 29,940 | 1,071 | 214,798 | 1860 |
| 1861 | 304 | 104,675 | 70,370 | 4,716 | 49 | 4,716 | 179,707 | 23,407 | ..... | ..... | ..... | 8,785 | 1,143 | 238,194 | 1861 |
| 1862 | 126 | 45,525 | 64,368 | 2,524 | 28 | 2,524 | 112,487 | 53,804 | ..... | ..... | ..... | 27,407 | 1,823 | 176,076 | 1862 |
| 1863 | 173 | 79,576 | 133,420 | 2,671 | 32 | 2,671 | 115,667 | 67,972 | ..... | ..... | ..... | 2,366 | 1,823 | 311,046 | 1863 |
| 1864 | 202 | 112,611 | 192,957 | 4,853 | 53 | 4,853 | 310,421 | 36,041 | ..... | ..... | ..... | 66,576 | 2,366 | 415,741 | 1864 |
| 1865 | 328 | 135,252 | 152,238 | 3,816 | 41 | 3,816 | 291,308 | 33,204 | ..... | ..... | ..... | 7,785 | 1,888 | 394,523 | 1865 |
| 1866 | 407 | 121,333 | 104,931 | 6,124 | 41 | 6,124 | 292,388 | 39,679 | ..... | ..... | ..... | 35,106 | 1,819 | 305,695 | 1866 |
| 1867 | 451 | 135,189 | 91,297 | 4,824 | 40 | 4,824 | 230,810 | 56,798 | ..... | ..... | ..... | 34,576 | 1,802 | 286,305 | 1867 |
| 1868 | 358 | 98,915 | 70,046 | 6,851 | 65 | 6,851 | 175,812 | 49,460 | ..... | ..... | ..... | 34,576 | 1,726 | 276,230 | 1868 |
| 1869 | 328 | 103,604 | 72,059 | 15,531 | 127 | 15,531 | 191,194 | 37,258 | 820 | 37,258 | 217 | 56,859 | 1,618 | 276,953 | 1869 |
| 1870 | 351 | 110,584 | 59,532 | 12,720 | 111 | 12,720 | 183,826 | 43,897 | 275 | 43,897 | 287 | 73,081 | 1,755 | 273,227 | 1870 |
| 1871 | 339 | 64,366 | 811 | 5,824 | 44 | 5,824 | 156,249 | 225 | 42 | 92,448 | 229 | 48,639 | 2,201 | 359,246 | 1871 |
| 1872 | 243 | 46,269 | 926 | 2,270 | 26 | 2,270 | 128,067 | 445 | 1,387 | 218,139 | 417 | 91,086 | 2,201 | 432,725 | 1872 |
| 1873 | 302 | 76,406 | 1,233 | 136,258 | 52 | 6,475 | 218,139 | 417 | 1,404 | 277,093 | 161 | 23,294 | 2,147 | 297,639 | 1873 |
| 1874 | 377 | 136,251 | 964 | 10,859 | 63 | 10,859 | 277,093 | 177 | 1,404 | 277,093 | 161 | 23,294 | 2,147 | 297,639 | 1874 |
| 1875 | 353 | 151,497 | 540 | 13,428 | 70 | 13,428 | 244,474 | 140 | 708 | 132,996 | 89 | 8,903 | 1,112 | 293,586 | 1875 |
| 1876 | 286 | 95,288 | 450 | 16,822 | 102 | 16,822 | 153,826 | 89 | 708 | 132,996 | 89 | 8,903 | 1,112 | 293,586 | 1876 |
| 1877 | 257 | 90,992 | 383 | 12,718 | 88 | 12,718 | 132,996 | 101 | 11,438 | 400 | 8,928 | 1,258 | 235,304 | 1877 | |
| 1878 | 231 | 90,386 | 403 | 11,333 | 63 | 11,333 | 151,138 | 95 | 101 | 11,438 | 400 | 8,928 | 1,132 | 193,031 | 1878 |
| 1879 | 163 | 55,574 | 429 | 11,207 | 65 | 11,207 | 116,683 | 95 | 101 | 11,438 | 400 | 8,928 | 1,132 | 193,031 | 1879 |
| 1880 | 184 | 46,374 | 405 | 6,943 | 41 | 6,943 | 101,720 | 137 | 630 | 101,720 | 135 | 32,791 | 1,062 | 280,459 | 1880 |
| 1881 | 187 | 64,488 | 466 | 11,417 | 58 | 11,417 | 123,766 | 254 | 715 | 188,084 | 152 | 35,817 | 1,361 | 282,270 | 1881 |
| 1882 | 304 | 93,965 | 586 | 15,777 | 75 | 15,777 | 188,084 | 254 | 715 | 188,084 | 152 | 35,817 | 1,361 | 282,270 | 1882 |
| 1883 | 342 | 110,226 | 539 | 16,738 | 91 | 16,738 | 210,349 | 171 | 932 | 210,349 | 135 | 26,443 | 1,248 | 265,430 | 1883 |
| 1884 | 250 | 84,046 | 477 | 10,630 | 76 | 10,630 | 178,419 | 135 | 932 | 178,419 | 135 | 26,443 | 1,248 | 265,430 | 1884 |
| 1885 | 173 | 48,233 | 373 | 11,038 | 76 | 11,038 | 121,010 | 117 | 26,626 | 121,010 | 93 | 16,064 | 1,190 | 225,514 | 1885 |
| 1886 | 111 | 30,024 | 355 | 5,914 | 54 | 5,914 | 64,453 | 88 | 20,400 | 64,453 | 76 | 10,595 | 713 | 95,453 | 1886 |
| 1887 | 101 | 24,035 | 439 | 3,140 | 73 | 3,140 | 63,061 | 132 | 20,400 | 64,453 | 76 | 10,595 | 713 | 95,453 | 1887 |
| 1888 | 150 | 33,813 | 454 | 21,346 | 104 | 21,346 | 103,061 | 162 | 56,488 | 103,061 | 79 | 10,901 | 844 | 150,450 | 1888 |
| 1889 | 174 | 39,953 | 453 | 12,385 | 112 | 12,385 | 111,832 | 225 | 101,103 | 111,832 | 84 | 11,839 | 1,074 | 218,067 | 1889 |
| 1890 | 208 | 73,577 | 617 | 19,770 | 139 | 19,770 | 160,091 | 191 | 108,826 | 160,091 | 104 | 16,506 | 1,051 | 294,123 | 1890 |
| 1891 | 327 | 105,491 | 592 | 12,901 | 122 | 12,901 | 160,863 | 204 | 111,556 | 160,863 | 114 | 14,801 | 1,384 | 369,302 | 1891 |
| 1892 | 366 | 136,634 | 417 | 19,770 | 139 | 19,770 | 160,863 | 204 | 111,556 | 160,863 | 114 | 14,801 | 1,384 | 369,302 | 1892 |
| 1893 | 182 | 57,091 | 447 | 5,913 | 91 | 5,913 | 80,099 | 169 | 45,969 | 80,099 | 99 | 9,538 | 950 | 199,033 | 1893 |
| 1894 | 192 | 27,091 | 447 | 52,018 | 91 | 52,018 | 80,099 | 169 | 45,969 | 80,099 | 99 | 9,538 | 950 | 199,033 | 1894 |
| 1895 | 145 | 26,753 | 308 | 7,144 | 74 | 7,144 | 80,099 | 169 | 45,969 | 80,099 | 99 | 9,538 | 950 | 199,033 | 1895 |
| 1896 | 163 | 58,582 | 308 | 12,519 | 93 | 12,519 | 80,099 | 169 | 45,969 | 80,099 | 99 | 9,538 | 950 | 199,033 | 1896 |
| 1897 | 98 | 21,042 | 511 | 7,407 | 64 | 7,407 | 80,099 | 169 | 45,969 | 80,099 | 99 | 9,538 | 950 | 199,033 | 1897 |
| 1898 | 127 | 23,944 | 357 | 49,789 | 226 | 49,789 | 112,879 | 87 | 108,801 | 112,879 | 123 | 13,495 | 952 | 180,453 | 1898 |

No. 23.—NUMBER AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1857-1910—Continued.

| Year ended June 30— | New England coast. | | Middle Atlantic and Gulf coasts. | | Pacific coast. | | Total seaboard. | | Northern lakes. | | Western rivers. | | Total United States. | | Year. |
|---------------------|--------------------|---------|----------------------------------|---------|----------------|--------|-----------------|---------|-----------------|---------|-----------------|--------|----------------------|---------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | |
| 1899 | 144 | 68,761 | 467 | 85,825 | 306 | 41,534 | 937 | 196,120 | 122 | 80,366 | 214 | 23,552 | 1,273 | 300,038 | 1899 |
| 1900 | 199 | 72,179 | 605 | 126,473 | 303 | 41,354 | 1,107 | 249,006 | 125 | 130,611 | 215 | 14,173 | 1,447 | 393,790 | 1900 |
| 1901 | 201 | 82,671 | 622 | 153,977 | 271 | 54,568 | 1,104 | 251,977 | 175 | 169,085 | 311 | 22,888 | 1,580 | 483,489 | 1901 |
| 1902 | 225 | 75,852 | 748 | 161,211 | 224 | 53,059 | 1,137 | 260,122 | 133 | 108,573 | 161 | 9,836 | 1,491 | 408,831 | 1902 |
| 1903 | 203 | 66,973 | 644 | 177,887 | 191 | 43,336 | 1,038 | 288,196 | 123 | 136,844 | 160 | 11,112 | 1,311 | 436,152 | 1903 |
| 1904 | 170 | 51,417 | 532 | 135,203 | 176 | 28,283 | 878 | 208,716 | 119 | 159,433 | 157 | 10,821 | 1,184 | 378,542 | 1904 |
| 1905 | 192 | 119,377 | 469 | 91,224 | 162 | 20,115 | 833 | 230,716 | 101 | 93,123 | 178 | 6,477 | 1,102 | 330,316 | 1905 |
| 1906 | 146 | 32,311 | 507 | 94,311 | 197 | 20,261 | 850 | 146,883 | 204 | 205,271 | 167 | 6,581 | 1,221 | 418,745 | 1906 |
| 1907 | 106 | 44,428 | 502 | 140,134 | 207 | 35,191 | 815 | 219,733 | 177 | 241,291 | 165 | 7,288 | 1,157 | 471,522 | 1907 |
| 1908 | 151 | 70,903 | 524 | 138,984 | 359 | 57,050 | 1,094 | 265,937 | 216 | 341,165 | 207 | 6,114 | 1,457 | 614,216 | 1908 |
| 1909 | 130 | 27,237 | 460 | 81,752 | 276 | 22,759 | 846 | 183,748 | 174 | 100,402 | 207 | 5,940 | 1,247 | 238,080 | 1909 |
| 1910 | 111 | 23,442 | 497 | 127,517 | 279 | 16,870 | 887 | 167,829 | 281 | 168,751 | 193 | 5,488 | 1,361 | 322,068 | 1910 |

No. 24.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1838-1910.

[These vessels are included in Statement No. 22.]

| Year ended June 30— | Sailing vessels | | Steam vessels. | | Barges. | | Total. | |
|---------------------|-----------------|--------|----------------|---------|---------|--------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1838..... | | | 1 | 198 | | | 1 | 198 |
| 1839..... | | | 1 | 196 | | | 1 | 196 |
| 1840..... | | | 1 | 199 | | | 1 | 199 |
| 1841..... | | | 1 | 303 | | | 1 | 303 |
| 1842..... | | | 2 | 274 | | | 2 | 274 |
| 1843..... | | | 3 | 396 | | | 3 | 396 |
| 1844..... | | | 1 | 65 | | | 1 | 65 |
| 1845..... | | | 4 | 808 | 5 | 575 | 9 | 1,383 |
| 1846..... | | | 5 | 1,592 | 1 | 230 | 6 | 1,822 |
| 1847..... | | | 2 | 910 | | | 2 | 910 |
| 1848..... | | | | | | | | |
| 1849..... | | | | | | | | |
| 1850..... | | | 2 | 586 | | | 2 | 586 |
| 1851..... | | | 1 | 176 | | | 1 | 176 |
| 1852..... | | | | | | | | |
| 1853..... | | | 4 | 1,548 | 3 | 523 | 7 | 2,071 |
| 1854..... | | | 8 | 2,569 | | | 8 | 2,569 |
| 1855..... | 1 | 216 | 5 | 1,393 | 1 | 282 | 7 | 1,891 |
| 1856..... | | | 2 | 473 | | | 2 | 473 |
| 1857..... | 1 | | 12 | 3,062 | | | 12 | 3,062 |
| 1858..... | 1 | 34 | 10 | 3,132 | 2 | 200 | 13 | 3,366 |
| 1859..... | 1 | 252 | 7 | 2,208 | 1 | 102 | 9 | 2,622 |
| 1860..... | | | 18 | 9,637 | | | 18 | 9,637 |
| 1861..... | | | 11 | 4,079 | | | 11 | 4,079 |
| 1862..... | | | 15 | 8,761 | | | 15 | 8,761 |
| 1863..... | | | 14 | 6,197 | | | 14 | 6,197 |
| 1864..... | | | 5 | 2,282 | | | 5 | 2,282 |
| 1865..... | | | 9 | 4,007 | | | 9 | 4,007 |
| 1866..... | | | 17 | 8,343 | | | 17 | 8,343 |
| 1867..... | 1 | 2 | 14 | 7,172 | 1 | 286 | 15 | 7,174 |
| 1868..... | | | 14 | 5,060 | 1 | 286 | 15 | 5,646 |
| 1869..... | 1 | 358 | 16 | 6,425 | | | 17 | 6,783 |
| 1870..... | 1 | 679 | 15 | 9,547 | | | 16 | 7,226 |
| 1871..... | 1 | 36 | 23 | 14,139 | 1 | 27 | 25 | 14,202 |
| 1872..... | | | 26 | 15,751 | | | 26 | 15,751 |
| 1873..... | | | 25 | 22,219 | 1 | 437 | 26 | 22,656 |
| 1874..... | 1 | 1,470 | 24 | 31,014 | 1 | 527 | 26 | 33,041 |
| 1875..... | | | 20 | 21,629 | | | 20 | 21,629 |
| 1876..... | | | 25 | 20,984 | | | 25 | 20,984 |
| 1877..... | | | 7 | 5,985 | | | 7 | 5,985 |
| 1878..... | | | 31 | 25,837 | | | 31 | 25,837 |
| 1879..... | | | 28 | 22,749 | | | 28 | 22,749 |
| 1880..... | 2 | 408 | 30 | 25,525 | | | 32 | 25,933 |
| 1881..... | 1 | 36 | 40 | 25,999 | | | 41 | 26,035 |
| 1882..... | 1 | 113 | 50 | 46,480 | | | 51 | 46,623 |
| 1883..... | 1 | 2,032 | 40 | 40,110 | | | 41 | 51,142 |
| 1884..... | 3 | 4,431 | 35 | 22,896 | | | 38 | 37,267 |
| 1885..... | 2 | 756 | 48 | 43,415 | | | 50 | 44,171 |
| 1886..... | 2 | 118 | 24 | 14,505 | | | 26 | 14,623 |
| 1887..... | 1 | 92 | 34 | 36,226 | | | 35 | 36,318 |
| 1888..... | 3 | 317 | 43 | 37,921 | 1 | 428 | 47 | 38,666 |
| 1889..... | 2 | 95 | 52 | 62,261 | | | 54 | 62,356 |
| 1890..... | 2 | 184 | 61 | 79,342 | 5 | 5,133 | 68 | 84,659 |
| 1891..... | 4 | 251 | 81 | 102,630 | 6 | 6,305 | 91 | 109,146 |
| 1892..... | 5 | 415 | 52 | 45,896 | 4 | 4,958 | 61 | 51,269 |
| 1893..... | 8 | 2,012 | 61 | 82,933 | 9 | 11,717 | 78 | 96,662 |
| 1894..... | 2 | 4,647 | 38 | 46,889 | | | 40 | 51,536 |
| 1895..... | 3 | 5,267 | 37 | 43,335 | 5 | 704 | 45 | 49,306 |
| 1896..... | 6 | 15,800 | 47 | 82,311 | 7 | 3,487 | 60 | 101,598 |
| 1897..... | 10 | 31,424 | 48 | 83,140 | 13 | 11,521 | 71 | 126,085 |
| 1898..... | 2 | 6,724 | 52 | 48,560 | 10 | 7,041 | 64 | 62,325 |
| 1899..... | 5 | 10,152 | 83 | 112,781 | 4 | 2,823 | 92 | 131,756 |
| 1900..... | 11 | 29,168 | 81 | 167,957 | | | 92 | 197,125 |
| 1901..... | 12 | 21,746 | 102 | 236,159 | 7 | 4,835 | 121 | 262,730 |
| 1902..... | 3 | 8,406 | 102 | 270,932 | 2 | 1,024 | 107 | 280,362 |
| 1903..... | 4 | 12,184 | 100 | 240,107 | 4 | 5,928 | 108 | 268,219 |
| 1904..... | 4 | 16,290 | 88 | 222,307 | 6 | 3,483 | 98 | 241,080 |
| 1905..... | 5 | 3,225 | 68 | 170,301 | 10 | 9,111 | 89 | 182,640 |
| 1906..... | 4 | 3,677 | 100 | 289,094 | 11 | 5,199 | 115 | 297,370 |
| 1907..... | 4 | 5,655 | 108 | 333,516 | 17 | 9,354 | 129 | 348,555 |
| 1908..... | | | 132 | 442,625 | 17 | 7,392 | 149 | 450,017 |
| 1909..... | 9 | 7,985 | 67 | 123,142 | 13 | 5,796 | 89 | 136,923 |
| 1910..... | 6 | 3,699 | 94 | 234,988 | 19 | 11,937 | 119 | 250,621 |

NO. 25.—TONNAGE OF VESSELS OF THE UNITED STATES WHICH HAVE BEEN BUILT, ADMITTED TO REGISTRY BY ACTS OF CONGRESS, ETC., AND THOSE WHICH HAVE BEEN LOST, ABANDONED, SOLD TO ALIENS, ETC., 1813-1910.

| Year ended— | Built. | Special acts. | General act (Dec. 23, 1852). | Renationalized (act Mar. 3, 1897). | Purchased from United States. | Captured from enemy. | Other sources. | Total increase. | Lost. | Abandoned. | Sold to United States. | Captured by enemy. | Exempt (act 1874). | Other causes. | Total decrease. | Annual increase or decrease (—). | Year. |
|-------------|---------|---------------|------------------------------|------------------------------------|-------------------------------|----------------------|----------------|-----------------|--------|------------|------------------------|--------------------|--------------------|---------------|-----------------|----------------------------------|-------|
| Dec. 31— | | | | | | | | | | | | | | | | | |
| 1813 | 32,593 | | | | | 1,390 | | 33,973 | 45,273 | 2,955 | 56,954 | 28,556 | | e 1,739 | 135,477 | -103,339 | 1813 |
| 1814 | 29,751 | | | | | 5,817 | | 35,568 | 5,976 | 1,337 | 15,193 | 16,146 | | | 38,652 | 7,419 | 1814 |
| 1815 | 155,579 | | | | | 4,293 | | 202,069 | 17,503 | 2,303 | 15,193 | 30,774 | | | 61,162 | 208,019 | 1815 |
| 1816 | 135,180 | | | | | 5,680 | | 140,861 | 22,591 | 6,701 | 23,370 | | | | 52,671 | 4,091 | 1816 |
| 1817 | 87,620 | | | | | 1,380 | | 88,817 | 30,673 | 8,411 | 14,238 | | | | 43,312 | 27,603 | 1817 |
| 1818 | 87,340 | | | | | 1,616 | | 88,956 | 31,496 | 10,722 | 15,107 | | | | 57,225 | 17,727 | 1818 |
| 1819 | 86,676 | | | | | 1,773 | | 88,449 | 24,104 | 13,024 | 11,364 | | | | 48,557 | 35,567 | 1819 |
| 1820 | 51,394 | | | | | 1,831 | | 53,225 | 23,833 | 13,656 | 6,082 | | | | 43,531 | 19,415 | 1820 |
| 1821 | 57,273 | | | | | 245 | | 57,520 | 27,175 | 17,364 | 8,350 | | | | 32,889 | 18,791 | 1821 |
| 1822 | 77,899 | | | | | 67 | | 77,966 | 21,773 | 17,364 | 5,710 | | | | 39,048 | 25,741 | 1822 |
| 1823 | 73,867 | | | | | 74 | | 73,941 | 24,744 | 13,316 | 9,268 | | | | 47,402 | 11,867 | 1823 |
| 1824 | 93,735 | 183 | | | | 211 | | 94,046 | 22,880 | 13,236 | 12,818 | | | | 49,251 | 52,337 | 1824 |
| 1825 | 116,401 | | | | | 276 | | 116,677 | 46,933 | 11,055 | 9,948 | | | | 67,996 | 33,948 | 1825 |
| 1826 | 130,373 | | | | | 743 | | 131,116 | 20,934 | 12,063 | 13,994 | | | | 48,776 | 111,089 | 1826 |
| 1827 | 106,330 | | | | | 59 | | 106,389 | 29,246 | 13,739 | 19,043 | | | | 62,048 | 86,416 | 1827 |
| 1828 | 98,904 | 279 | | | | 237 | | 99,201 | 24,462 | 11,810 | 14,677 | | | | 50,662 | 130,755 | 1828 |
| 1829 | 79,435 | | | | | 79 | | 79,514 | 17,652 | 11,454 | 14,093 | | | | 43,337 | 43,594 | 1829 |
| 1830 | 85,553 | | | | | 125 | | 85,678 | 17,731 | 11,543 | 10,055 | | | | 39,427 | 19,022 | 1830 |
| 1831 | 134,541 | 33 | | | | 94 | | 134,735 | 23,898 | 8,839 | 9,730 | | | | 42,417 | 76,670 | 1831 |
| 1832 | 161,492 | 280 | | | | 210 | | 161,702 | 24,506 | 6,877 | 6,083 | | | | 31,603 | 171,604 | 1832 |
| 1833 | 101,492 | | | | | 270 | | 101,762 | 15,395 | 5,226 | 2,492 | | | | 23,523 | 106,701 | 1833 |
| 1834 | 113,339 | | | | | | | 113,339 | 11,914 | 5,130 | 4,725 | | | | 21,769 | 132,756 | 1834 |
| Sept. 30— | | | | | | | | | (d) | (d) | | | | | | | |
| 1835 | 75,107 | | | | | | | 75,107 | (d) | (d) | 7,617 | | | | 7,617 | 66,034 | 1835 |
| 1836 | 116,220 | | | | | 56 | | 116,276 | 19,109 | 5,836 | 10,400 | | | | 35,454 | 57,161 | 1836 |
| 1837 | 125,013 | | | | | | | 125,013 | 24,365 | 8,946 | 9,916 | | | | 43,277 | 14,384 | 1837 |
| 1838 | 115,013 | | | | | 117 | | 115,130 | 21,606 | 5,459 | 5,389 | | | | 32,451 | 98,954 | 1838 |
| 1839 | 125,260 | | | | | 213 | | 125,473 | 21,114 | 8,095 | 5,769 | | | | 35,039 | 100,839 | 1839 |
| 1840 | 121,203 | 40 | | | | 260 | | 121,463 | 31,466 | 10,067 | 13,837 | | | | 55,427 | 84,285 | 1840 |
| 1841 | 123,630 | 70 | | | | 88 | | 123,718 | 19,638 | 5,692 | 12,713 | | | | 38,073 | 50,020 | 1841 |
| 1842 | 129,806 | 126 | | | | 102 | | 130,104 | 28,420 | 11,476 | 7,770 | | | | 47,666 | 38,333 | 1842 |
| June 30— | | | | | | | | | (d) | (d) | | | | | | | |
| 1843 | 63,888 | | | | | 131 | | 64,019 | 23,033 | 6,933 | 9,203 | | | | 39,388 | 66,212 | 1843 |
| 1844 | 109,527 | | | | | 614 | | 110,141 | 18,273 | 7,976 | 7,227 | | | | 33,549 | 121,493 | 1844 |
| 1845 | 146,037 | | | | | 426 | | 146,463 | 31,540 | 7,279 | 8,369 | | | | 37,158 | 136,906 | 1845 |
| 1846 | 189,203 | 255 | | | | | | 189,458 | 31,212 | 7,680 | 10,932 | | | | 49,224 | 145,083 | 1846 |
| 1847 | 243,633 | 255 | | | | 63 | | 243,796 | 10,100 | 16,946 | 9,176 | | | | 69,521 | 276,901 | 1847 |
| 1848 | 318,075 | 1,650 | | | | 243 | | 318,318 | 7,154 | 12,456 | 7,705 | | | | 62,042 | 314,905 | 1848 |
| 1849 | 256,988 | 997 | | | | 255 | | 257,243 | 30,209 | 10,549 | 12,021 | | | | 53,479 | 179,974 | 1849 |
| 1850 | 279,255 | 409 | | | | 9,983 | | 289,238 | 34,748 | 6,733 | 13,468 | | | | 54,969 | 201,438 | 1850 |

No. 25.—TONNAGE OF VESSELS OF THE UNITED STATES WHICH HAVE BEEN BUILT, ADMITTED TO REGISTRY BY ACTS OF CONGRESS, ETC., AND THOSE WHICH HAVE BEEN LOST, ABANDONED, SOLD TO ALIENS, ETC., 1813-1910—Continued.

| Year ended June 30— | Built. | Special acts. | General act (Dec. 23, 1852). | Renat- uralized (act Mar. 3, 1897). | Pur- chased from United States. | Cap- tured from enemy. (a) | Other sources. (b) | Total increase | Lost. | Aban- doned. | Sold to aliens. | Sold to United States. | Cap- tured by enemy. | Exempt (act Apr. 18, 1874). | Other causes. (b) | Total decrease. | Annual increase or decrease (-). | Year. |
|------------------------|---------|------------------|------------------------------------|---|---|--|--------------------------|-------------------|---------|-----------------|--------------------|------------------------------|-------------------------------|--------------------------------------|-------------------------|--------------------|--|-------|
| 1886. | 227,086 | 7,486 | 5,704 | — | 454 | — | — | 240,740 | 108,822 | 34,905 | 21,797 | 220 | — | 7,205 | — | 17,959 | 67,920 | 1886 |
| 1887. | 252,232 | 2,438 | 5,276 | — | 568 | — | — | 240,514 | 109,780 | 51,251 | 8,243 | 66,732 | — | 16,361 | — | 176,638 | 65,140 | 1887 |
| 1888. | 130,458 | 2,945 | 14,804 | 1,868 | 568 | — | — | 225,143 | 103,686 | 33,912 | 35,411 | 6,801 | — | 4,669 | — | 244,360 | 19,282 | 1888 |
| 1889. | 300,058 | 12,126 | 13,330 | 38,954 | 433 | 9,433 | — | 373,994 | 174,903 | 45,355 | 22,069 | 8,130 | — | 9,622 | — | 261,593 | 114,500 | 1889 |
| 1890. | 303,790 | 21,393 | 8,005 | 5,077 | 7,757 | 2,961 | 26,643 | 365,656 | 92,778 | 34,740 | 12,031 | 6,130 | — | 11,985 | 7,841 | 164,535 | 300,501 | 1890 |
| 1891. | 463,489 | 41,838 | 12,382 | 1,196 | 4,663 | — | 9,097 | 545,054 | 161,657 | 39,304 | 14,367 | 6,223 | — | 27,046 | 1,510 | 184,305 | 359,379 | 1891 |
| 1892. | 468,851 | 4,554 | 5,638 | 4,128 | 4,106 | — | 12,437 | 497,745 | 130,907 | 40,623 | 7,400 | 1,019 | — | 33,215 | 657 | 219,001 | 273,654 | 1892 |
| 1893. | 436,152 | 1,219 | 12,621 | 4,782 | 1,858 | — | 81,851 | 466,554 | 121,388 | 43,283 | 8,744 | 823 | — | 21,007 | 82,000 | 268,504 | 204,230 | 1893 |
| 1894. | 373,592 | 5,680 | 15,773 | 2,958 | 1,860 | — | 88,851 | 430,097 | 103,785 | 23,207 | 10,894 | 85 | — | 4,847 | 82,104 | 275,069 | 165,008 | 1894 |
| 1895. | 439,216 | 1,631 | 10,765 | 2,662 | 1,845 | — | 88,106 | 434,097 | 157,111 | 31,139 | 14,732 | 784 | — | 26,740 | 94,387 | 313,932 | 218,525 | 1895 |
| 1896. | 473,235 | 8,631 | 9,081 | 2,662 | 1,845 | — | 100,004 | 506,638 | 157,111 | 31,139 | 14,732 | 784 | — | 46,740 | 94,387 | 313,932 | 218,525 | 1896 |
| 1897. | 471,322 | 8,631 | 9,081 | 2,662 | 1,845 | — | 100,004 | 506,638 | 157,111 | 31,139 | 14,732 | 784 | — | 46,740 | 94,387 | 313,932 | 218,525 | 1897 |
| 1898. | 517,316 | 8,631 | 9,081 | 2,662 | 1,845 | — | 100,004 | 506,638 | 157,111 | 31,139 | 14,732 | 784 | — | 46,740 | 94,387 | 313,932 | 218,525 | 1898 |
| 1899. | 228,090 | — | — | 4,128 | 1,531 | — | 66,234 | 207,673 | 111,031 | 27,653 | 47,209 | 1,010 | — | 17,977 | 83,552 | 283,763 | 23,310 | 1899 |
| 1900. | 342,068 | — | — | 26 | 503 | — | 77,885 | 426,453 | 125,788 | 45,055 | 25,624 | 17,313 | — | 22,773 | 91,515 | 301,183 | 119,327 | 1900 |

^a Including alien vessels forfeited for violation of United States laws.

^b For particulars of these items, which were not fully reported prior to 1901, see Statement No. 8.

^c Act Dec. 23, 1852, repealed Feb. 22, 1906.

No. 26.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1910.

[These yachts are not included in preceding statements.]

| Ports at which documented. | Sailing yachts. | | Steam yachts. | | Total. | |
|----------------------------|-----------------|-------|---------------|--------|--------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. |
| Ellsworth..... | 4 | 172 | 12 | 334 | 16 | 506 |
| Castine..... | 2 | 34 | 3 | 120 | 5 | 160 |
| Bangor..... | 2 | 92 | 2 | 286 | 4 | 378 |
| Belfast..... | 1 | 24 | 8 | 179 | 9 | 203 |
| Waldoboro..... | 1 | 16 | | | 1 | 16 |
| Wiscasset..... | 1 | 22 | 3 | 209 | 4 | 231 |
| Bath..... | | | 2 | 52 | 2 | 52 |
| Portland, Me..... | 5 | 800 | 5 | 110 | 10 | 910 |
| Saco..... | 1 | 17 | | | 1 | 17 |
| Portsmouth..... | | | 1 | 16 | 1 | 16 |
| Gloucester..... | | | 1 | 129 | 1 | 129 |
| Salem..... | 3 | 233 | 7 | 211 | 10 | 444 |
| Marblehead..... | 9 | 210 | 8 | 179 | 17 | 395 |
| Boston..... | 45 | 1,728 | 75 | 5,454 | 120 | 7,182 |
| Plymouth..... | 1 | 23 | 2 | 236 | 3 | 259 |
| Barnstable..... | | | 3 | 92 | 3 | 92 |
| Nantucket..... | 4 | 48 | | | 4 | 48 |
| Edgartown..... | 1 | 16 | | | 1 | 16 |
| New Bedford..... | 6 | 140 | 5 | 303 | 11 | 449 |
| Fall River..... | 1 | 19 | 5 | 201 | 6 | 220 |
| Providence..... | 1 | 49 | 7 | 377 | 8 | 426 |
| Bristol..... | a 9 | 852 | 9 | 630 | 18 | 1,482 |
| Newport..... | b 3 | 308 | 7 | 907 | 10 | 1,215 |
| Stonington..... | 1 | 17 | 2 | 51 | 3 | 68 |
| New London..... | 4 | 142 | 5 | 2,101 | 9 | 2,303 |
| Harford..... | 2 | 71 | 10 | 605 | 12 | 676 |
| New Haven..... | 6 | 239 | 9 | 354 | 15 | 593 |
| Bridgeport..... | 3 | 210 | 24 | 1,418 | 27 | 1,629 |
| New York..... | c 113 | 4,953 | 372 | 34,907 | 485 | 39,920 |
| Albany..... | | | 3 | 131 | 3 | 131 |
| Patchogue..... | 2 | 49 | 12 | 235 | 14 | 284 |
| Port Jefferson..... | 1 | 87 | 4 | 256 | 5 | 343 |
| Cold Spring..... | 1 | 21 | 1 | 17 | 2 | 38 |
| Sag Harbor..... | | | 3 | 324 | 3 | 324 |
| Greenport..... | 3 | 90 | 12 | 915 | 15 | 1,005 |
| Newark..... | | | 2 | 44 | 2 | 44 |
| Perth Amboy..... | 3 | 70 | 1 | 38 | 4 | 114 |
| Tuckerton..... | 1 | 31 | | | 1 | 31 |
| Somers Point..... | | | 14 | 277 | 14 | 277 |
| Burlington, N. J..... | | | 4 | 105 | 4 | 105 |
| Philadelphia..... | 15 | 670 | 58 | 5,451 | 73 | 6,121 |
| Wilmington, Del..... | 1 | 63 | 6 | 532 | 7 | 595 |
| Baltimore..... | 2 | 67 | 30 | 1,324 | 32 | 1,391 |
| Annapolis..... | 2 | 40 | 2 | 37 | 4 | 86 |
| Crisfield..... | 1 | 33 | 2 | 54 | 3 | 87 |
| Washington..... | 1 | 23 | 8 | 252 | 9 | 305 |
| Tappanhook..... | | | 1 | 24 | 1 | 24 |
| Newport News..... | | | 2 | 126 | 2 | 126 |
| Norfolk..... | 1 | 18 | 8 | 248 | 9 | 266 |
| Newbern..... | | | 1 | 116 | 1 | 116 |
| Charleston..... | | | 3 | 88 | 3 | 88 |
| Beaufort, S. C..... | | | 2 | 104 | 2 | 104 |
| Savannah..... | | | 5 | 126 | 5 | 126 |
| Brunswick..... | | | 3 | 117 | 3 | 117 |
| Jacksonville..... | | | 16 | 538 | 16 | 538 |
| St. Augustine..... | | | 7 | 219 | 7 | 219 |
| Key West..... | 2 | 34 | 13 | 564 | 15 | 598 |
| Tampa..... | | | 5 | 162 | 5 | 162 |
| Cedar Keys..... | | | 1 | 53 | 1 | 53 |
| Mobile..... | | | 3 | 67 | 3 | 67 |
| New Orleans..... | | | 7 | 279 | 7 | 279 |
| Port Arthur..... | | | 2 | 123 | 2 | 123 |
| Galveston..... | | | 4 | 169 | 4 | 169 |
| Houston..... | | | 3 | 110 | 3 | 110 |
| Corpus Christi..... | | | 1 | 66 | 1 | 66 |
| Memphis..... | | | 2 | 110 | 2 | 110 |
| St. Louis..... | | | 12 | 635 | 12 | 635 |
| Kansas City..... | | | 2 | 52 | 2 | 52 |
| Dubuque..... | | | 1 | 22 | 1 | 22 |
| St. Paul..... | | | 2 | 173 | 2 | 173 |
| La Crosse..... | | | 1 | 96 | 1 | 96 |
| Rock Island..... | | | 4 | 649 | 4 | 649 |
| Cincinnati..... | | | 1 | 9 | 1 | 9 |
| Pittsburg..... | | | 5 | 272 | 5 | 272 |
| Burlington, Vt..... | | | 5 | 277 | 5 | 277 |

a Including 1 house boat, 111 tons.

b Including 1 house boat, 48 tons.

c Including 3 house boats, 247

No. 26.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1910—Continued

| Ports at which documented | Sailing yachts | | Steam yachts | | Total. | |
|---------------------------|----------------|--------|--------------|--------|--------|--------|
| | No. | Tons | No. | Tons | No. | Tons. |
| Plattsburg..... | | | 1 | 133 | 4 | 133 |
| Ogdensburg..... | | | 2 | 90 | 2 | 90 |
| Cape Vincent..... | 13 | 1,332 | 29 | 1,012 | 42 | 2,374 |
| Oswego..... | 1 | 15 | 1 | 170 | 5 | 185 |
| Rochester..... | 5 | 134 | 2 | 431 | 7 | 565 |
| Buffalo..... | 1 | 24 | 7 | 522 | 8 | 546 |
| Erie..... | 2 | 30 | 3 | 27 | 5 | 57 |
| Cleveland..... | 2 | 106 | 4 | 252 | 6 | 358 |
| Sandusky..... | | | 3 | 101 | 3 | 101 |
| Tolledo..... | 2 | 39 | 6 | 556 | 8 | 595 |
| Detroit..... | 3 | 72 | 20 | 1,718 | 32 | 1,790 |
| Port Huron..... | 1 | 26 | 3 | 322 | 4 | 348 |
| Marquette..... | | | 3 | 99 | 3 | 99 |
| Grand Haven..... | 1 | 20 | 3 | 138 | 4 | 158 |
| Chicago..... | 7 | 192 | 22 | 1,290 | 29 | 1,482 |
| Milwaukee..... | 1 | 21 | 10 | 618 | 20 | 639 |
| Duluth..... | | | 4 | 649 | 4 | 649 |
| San Diego..... | 2 | 83 | 2 | 67 | 4 | 150 |
| Los Angeles..... | 2 | 50 | 4 | 260 | 6 | 310 |
| San Francisco..... | 3 | 103 | 3 | 117 | 6 | 226 |
| Portland, Oreg..... | | | 1 | 19 | 1 | 19 |
| Port Townsend..... | 6 | 96 | 54 | 1,712 | 60 | 1,808 |
| Honolulu..... | 2 | 60 | | | 2 | 60 |
| Total..... | 320 | 11,187 | 1,082 | 75,639 | 1,402 | 86,826 |

^a Including 12 house boats, 1,250 tons.

No. 27.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1910.

[These yachts are included in Statement No. 26.]

| Ports at which documented. | Sailing yachts. | | Steam yachts. | | Total. | |
|----------------------------|-----------------|-------|---------------|--------|--------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. |
| Bangor..... | | | 1 | 192 | 1 | 192 |
| Marblehead..... | | | 1 | 24 | 1 | 24 |
| Boston..... | 4 | 435 | 12 | 2,566 | 16 | 3,001 |
| Plymouth..... | 1 | | 1 | 195 | 1 | 195 |
| New Bedford..... | | | 1 | 141 | 1 | 141 |
| Providence..... | 1 | 49 | 1 | 213 | 2 | 262 |
| Bristol..... | 6 | 688 | 1 | 260 | 7 | 948 |
| Newport..... | 1 | 207 | 2 | 489 | 3 | 696 |
| New London..... | 1 | 27 | 5 | 2,161 | 6 | 2,188 |
| New Haven..... | 1 | 135 | | | 1 | 135 |
| Bridgeport..... | | | 3 | 529 | 3 | 529 |
| New York..... | 21 | 1,623 | 79 | 21,840 | 100 | 22,063 |
| Greenport..... | 1 | 40 | 2 | 275 | 3 | 315 |
| Perth Amboy..... | 1 | 33 | | | 1 | 33 |
| Philadelphia..... | 2 | 246 | 11 | 3,226 | 13 | 3,472 |
| Wilmington, Del..... | | | 2 | 410 | 2 | 410 |
| Albany..... | | | 4 | 313 | 4 | 313 |
| Shington..... | | | 1 | 90 | 1 | 90 |
| San Francisco..... | | | 2 | 109 | 2 | 109 |
| Arthur..... | | | 1 | 99 | 1 | 99 |
| Louis..... | | | 3 | 530 | 3 | 530 |
| San Francisco..... | | | 1 | 33 | 1 | 33 |
| San Francisco..... | | | 1 | 74 | 1 | 74 |
| San Francisco..... | | | 1 | 146 | 1 | 146 |
| San Francisco..... | | | 1 | 42 | 1 | 42 |
| San Francisco..... | | | 2 | 283 | 2 | 283 |
| San Francisco..... | 1 | 75 | 1 | 140 | 2 | 215 |
| San Francisco..... | | | 5 | 823 | 5 | 823 |
| San Francisco..... | | | 2 | 266 | 2 | 266 |
| San Francisco..... | | | 1 | 32 | 1 | 32 |
| San Francisco..... | | | 5 | 556 | 5 | 556 |
| San Francisco..... | | | 1 | 526 | 1 | 526 |
| San Francisco..... | | | 2 | 278 | 2 | 278 |
| Total..... | 40 | 3,538 | 150 | 36,130 | 190 | 39,668 |

No. 25.—TONNAGE OF VESSELS OF THE UNITED STATES, BY PORTS, JUNE 30, 1910.

Year ended June 30, 1910.

NO. 28.—CLASS, NUMBER, AND GROSS TONNAGE OF YACHTS BUILT IN THE UNITED STATES AND DOCUMENTED, DURING YEAR ENDED JUNE 30, 1910, BY CUSTOMS DISTRICTS.

[These yachts are not included in Statements Nos. 8 and 9 or 18 to 21, inclusive.]

| Customs district in which built. | Sailing yachts. | | Steam yachts. | | Total. | |
|----------------------------------|-----------------|-------|---------------|-------|--------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. |
| Wiscasset..... | 1 | 22 | 1 | 62 | 2 | 84 |
| Bath..... | 1 | 15 | 1 | 15 | 2 | 30 |
| Marblehead..... | 2 | 30 | 2 | 30 | 4 | 60 |
| Boston and Charlestown..... | 1 | 17 | 13 | 1,378 | 14 | 1,395 |
| New Bedford..... | 1 | 22 | 1 | 22 | 2 | 44 |
| Bristol and Warren..... | 3 | 204 | 1 | 17 | 4 | 221 |
| Bridgeport..... | 1 | 200 | 6 | 200 | 7 | 400 |
| New York..... | 2 | 56 | 31 | 1,767 | 33 | 1,823 |
| Perth Amboy..... | 1 | 61 | 1 | 61 | 2 | 122 |
| Great Egg Harbor..... | 1 | 18 | 1 | 18 | 2 | 36 |
| Burlington, N. J..... | 2 | 101 | 2 | 101 | 4 | 202 |
| Philadelphia..... | 3 | 142 | 3 | 142 | 6 | 284 |
| Delaware..... | 2 | 543 | 2 | 543 | 4 | 1,086 |
| Baltimore..... | 5 | 114 | 5 | 114 | 10 | 228 |
| Eastern Maryland..... | 1 | 36 | 1 | 36 | 2 | 72 |
| Key West..... | 1 | 38 | 1 | 38 | 2 | 76 |
| Tampa..... | 1 | 37 | 1 | 37 | 2 | 74 |
| St. Louis..... | 2 | 49 | 2 | 49 | 4 | 98 |
| Rock Island..... | 1 | 195 | 1 | 195 | 2 | 390 |
| Cape Vincent..... | 3 | 221 | 3 | 221 | 6 | 442 |
| Sandusky..... | 3 | 99 | 3 | 99 | 6 | 198 |
| Detroit..... | 4 | 175 | 4 | 175 | 8 | 350 |
| Michigan..... | 3 | 74 | 3 | 74 | 6 | 148 |
| Milwaukee..... | 1 | 43 | 1 | 43 | 2 | 86 |
| Los Angeles..... | 1 | 32 | 1 | 129 | 2 | 161 |
| San Francisco..... | 1 | 18 | 1 | 18 | 2 | 36 |
| Portland..... | 1 | 19 | 1 | 19 | 2 | 38 |
| Puget Sound..... | 1 | 263 | 1 | 263 | 2 | 526 |
| Total..... | 12 | 660 | 90 | 5,672 | 111 | 6,332 |

a House boats

NO. 29.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL YACHTS BUILT IN THE UNITED STATES AND DOCUMENTED, DURING YEAR ENDED JUNE 30, 1910, BY PORTS.

[These yachts are included in Statement No. 28.]

| Port. | Sailing yachts. | | Steam yachts. | | Total. | |
|----------------------|-----------------|-------|---------------|-------|--------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. |
| Boston..... | 1 | 659 | 1 | 659 | 2 | 1,318 |
| Bristol..... | 3 | 204 | 3 | 204 | 6 | 408 |
| New York..... | 3 | 307 | 3 | 307 | 6 | 614 |
| Wilmington, Del..... | 2 | 543 | 2 | 543 | 4 | 1,086 |
| Baltimore..... | 1 | 20 | 1 | 20 | 2 | 40 |
| St. Louis..... | 1 | 17 | 1 | 17 | 2 | 34 |
| Total..... | 3 | 204 | 8 | 1,546 | 11 | 1,750 |

NO. 30.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS ABANDONED, SOLD TO ALIENS, ETC., YEAR ENDED JUNE 30, 1910.

[These yachts are not included in Statements Nos. 8 and 9.]

| | Sailing yachts. | | Steam yachts. | | Total. |
|-----------------------------------|-----------------|-------|---------------|-------|--------|
| | No. | Tons. | No. | Tons. | |
| Lost..... | 1 | 21 | 3 | 71 | 4 |
| Abandoned..... | 9 | 405 | 7 | 420 | 16 |
| Sold to aliens..... | 3 | 693 | 10 | 657 | 13 |
| Exempt, under 16 tons, gross..... | 6 | 69 | 15 | 154 | 21 |
| Total..... | 19 | 1,194 | 35 | 1,302 | 54 |